

ATLANTIC FISHERMAN

VOL. XXIII

Registered U. S. Patent Office

AUGUST, 1942 AUG 26'427 NO. 7

**"Steady As You Go,
Matey!
The Right Handlin'
Will Save a Lot o'
Rope for Uncle Sam."**



SAVE VITAL MANILA ROPE FOLLOW THESE 9 HANDLING RULES:

1. Avoid kinking and sharp bends.
2. Do not put any strain on a kinked rope.
3. Unkink a wet rope before it dries.
4. If a rope is twisted continually in one direction, compensating turns must be thrown in the opposite direction to avoid damage to the rope structure.
5. Remove rope from coils properly. Always follow the instructions on the tag attached to the coil.
6. Clean off all mud, sand or grit by washing down with a hose before storing.
7. Allow sufficient length for shrinkage when using rope in heavy dew, rain or moisture.
8. Always dry rope before storing.
 - (a) Dry in sun, but remove when dry.
 - (b) Hang in loose coils.
9. Shift lines between ports, subjecting rope to both left and right turns about capstan, etc.

"A LWAYS dip your moorin' lines between ports and avoid kinks or hockles," says Cap'n Mark.

And in that bit of salty advice is compressed seagoing wisdom that will enable every rope user to get longer service from Manila or other types of cordage. For if a rope is constantly twisted in one direction, it will kink or snarl. "Dipping" means shifting the rope to the opposite "niggerhead" where the turn is reversed. That keeps it from kinking, fraying, snarling. The rope lasts longer because no strain is put upon it while it is sharply bent or cramped. Take Cap'n Mark's advice and save rope now while war in the Pacific makes Manila fiber scarce.

COLUMBIAN ROPE COMPANY
AUBURN, "The Cordage City," NEW YORK

COLUMBIAN

★ **TAPE-MARKED, PURE MANILA ROPE**
is made from the finest Manila fiber. Give it the care it deserves.

This advertisement is No. 3 in a series offering suggestions on ways to get maximum service from any Manila rope now in service. The same suggestions apply to ropes made of any fiber. Follow them closely. Save rope and fiber for Uncle Sam.

Boston Office and Warehouse

38 Commercial Wharf

After 65,000 hrs. Operation



Capt. Joe M. Medina, member of the well known fishing family at San Diego, which controls tuna clippers valued at more than \$1,000,000.00

—\$100,000 INVESTMENT IS JUSTIFIED

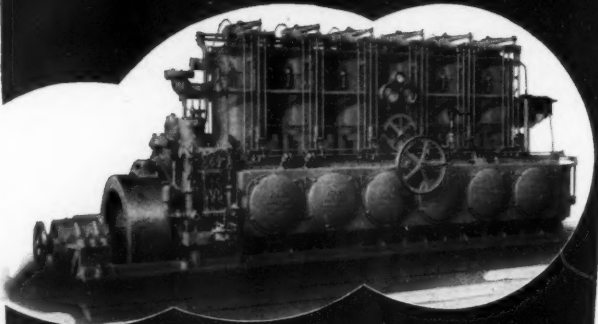
"I invested more than \$100,000.00 around a 14 year old Atlas Diesel. This was the 350 H.P. propulsion Diesel in the 112' steel tuna clipper "Santa Cruz," which, after modernization was renamed "QUEEN ELIZABETH." This engine went into service in 1928. When I purchased the hull in 1941, it is probable that this Atlas had already operated in excess of 65,000 hours, and driven the "QUEEN ELIZABETH" more than half a million miles.

"From many years operating at tuna banks from Mexico to South America, I had ample opportunity to observe the vessel's sterling performance under all kinds of conditions and weather. So, when she went into the Campbell Machine Co. yard in San Diego for modernization, she was practically stripped of all machinery. I left the main engine in her, and didn't hesitate to surround that engine with a new pumping system, the latest type of refrigeration, increased stowing capacity and hull improvements costing more than \$100,000.00.

"Although many engines might be ready for the scrap heap after so many years of operation in what is probably the hardest and most exacting fishing service in the world, I am confident that the Atlas Diesel will, for a long time to come, continue to give as faithful service as it has in the past." So wrote Capt. Joe M. Medina on February 2, 1942, and anything that we might say, would add nothing to his remarks.

ATLAS IMPERIAL DIESEL ENGINE CO.
OAKLAND, CALIFORNIA

NORTHWESTERN DIVISION . . . 88 COLUMBIA STREET, SEATTLE, WASH.
EASTERN DIVISION . . . 115 BROAD STREET, NEW YORK, N. Y.
CENTRAL DIVISION . . . 228 NORTH LA SALLE ST., CHICAGO, ILL.
SOUTHWESTERN DIVISION . . . 5728 NAVIGATION BLVD., HOUSTON, TEX.



The 6 cylinder, 12 1/2 x 16, 350 H.P. Atlas Diesel which powers the "QUEEN ELIZABETH," first steel tuna clipper ever built.



*"With Gulf quality lubricants we
steer clear of engine room trouble"*

... say marine men



*"Gulf lubricants provide better protection
whether the temperature is up or down"*

WARTIME conditions put an added premium on dependability and efficiency in marine engine operation. Engine trouble, time wasted in port for frequent overhauls, and below standard performance mean slower trips and fewer trips!

Best insurance against these costly and sometimes hazardous delays is proper lubrication—the kind of lubrication you obtain when you use Gulf quality marine engine lubricating oils.

Especially manufactured to meet the requirements of marine service, these oils provide a tough, long-lasting film of high lubricating value, which affords maximum protection to cylinders, bearings, pistons, and valves. Result: minimum wear and efficient, dependable engine performance.

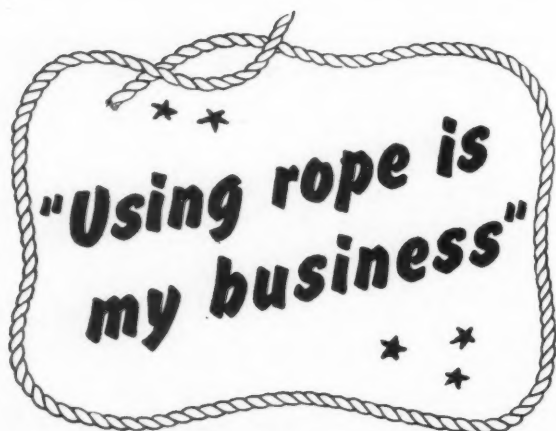
Gulf quality lubricants are quickly available to you through warehouses located in 1200 cities including every commercial port throughout 30 states from Maine to New Mexico. Write or 'phone your nearest Gulf office today.

GULF OIL CORPORATION • GULF REFINING COMPANY

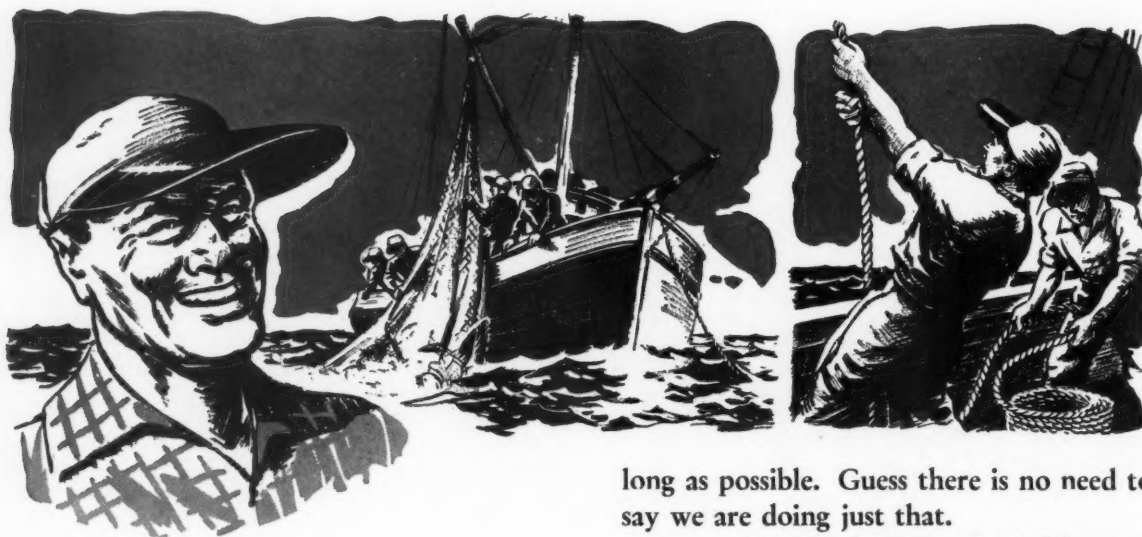
GULF BUILDING • PITTSBURGH, PA.



OIL IS AMMUNITION . . . USE IT WISELY!



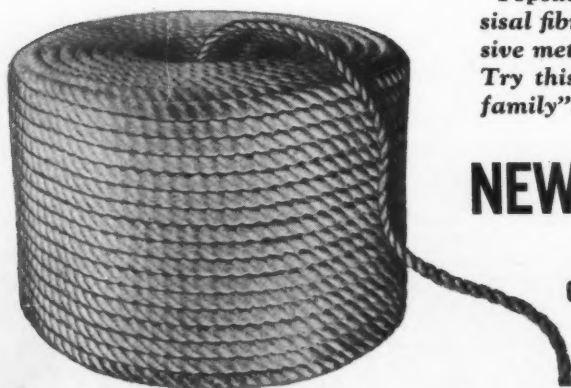
I can't take chances with the rope I buy. It's got to be tough—it's got to last plenty long. I need rope I can depend on. And it has to handle right. No "high liner" can afford to use rope that swells or kinks.



Now, Uncle Sam has told the Fishing Industry it must use sisal rope. But Uncle Sam has asked us to make every foot of manila last as long as we can—told us to take care of any kind of rope we have, to use it as

long as possible. Guess there is no need to say we are doing just that.

I am only one of thousands of fishermen who have turned to "Topsall" Treated Sisal. I like its flexibility, the way it handles—better than some all-manila rope. I find it's kink resistant and swell resistant. It's tough. It's uniform. It's dependable. Among sisal ropes, "Topsall" tops 'em all.



"Topsall" Treated Sisal is made from the finest available sisal fibres, treated and laid into rope by the same exclusive methods used for the famous "New Bedford" Manila. Try this younger brother of the famous "New Bedford family". You're in for a happy surprise.

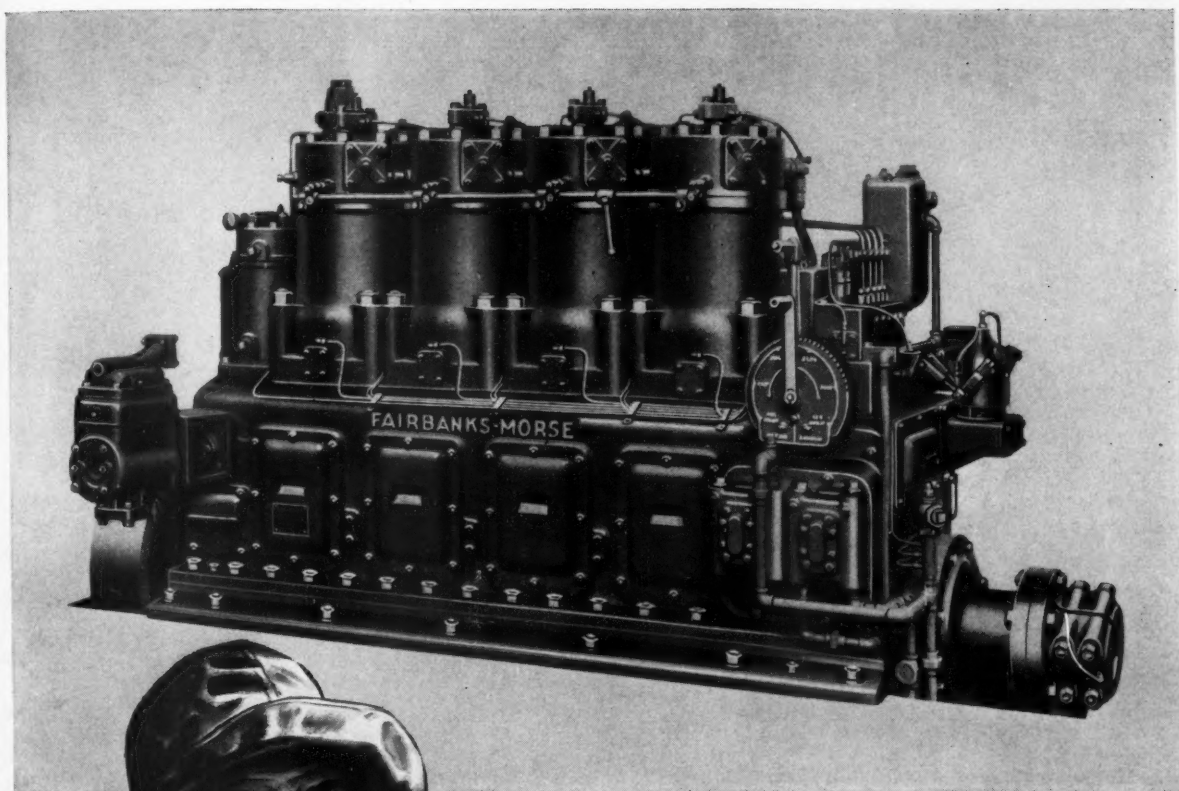
NEW BEDFORD CORDAGE CO.

Established in 1842

GENERAL OFFICES—233 BROADWAY, NEW YORK, N. Y.

31 St. James Avenue, Boston

MILLS: NEW BEDFORD, MASS.



**REPEAT
ORDER**

The Proof's in the Using!

THE best proof of a marine Diesel's merit is found in the engine's performance record. That's why the high percentage of Fairbanks-Morse Diesel *repeat orders* is significant. For the decision to buy a *second* F-M Diesel is based not on expectations, but on knowledge . . . intimate knowledge about how the first performed.

F-M Diesels turn in such favorable performance records that 80% (by horsepower) of sales are *repeat orders*.

Use your priority to get the kind of Diesels which give the economical, dependable service that leads to so many repeat orders. Fairbanks, Morse & Co., Dept. H16, 600 S. Michigan Ave., Chicago, Illinois.

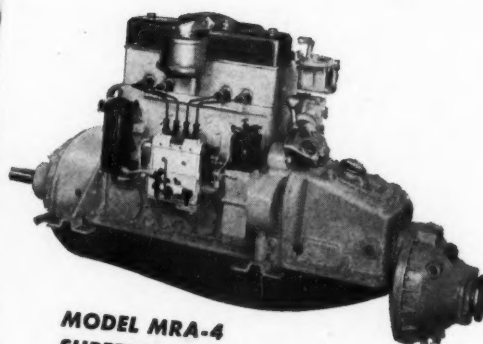
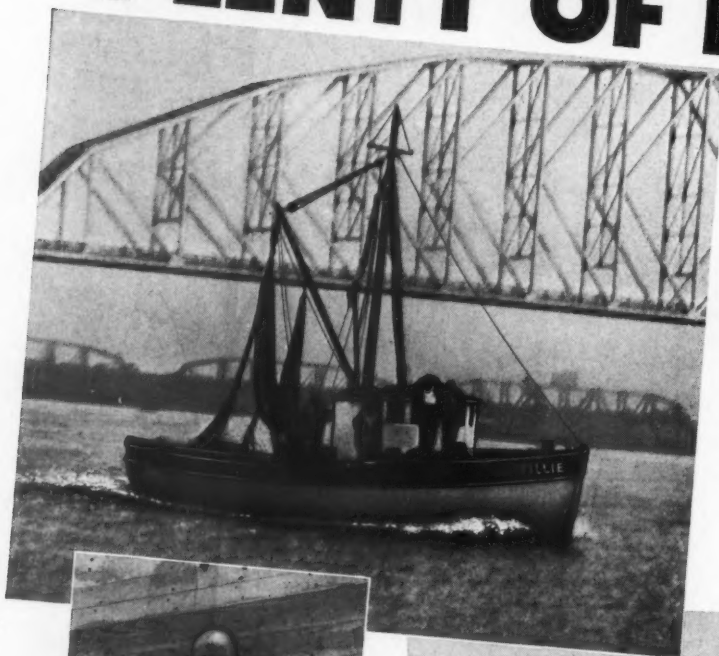
FAIRBANKS-MORSE



**DIESELS
MOTORS
SCALES
PUMPS**

"PLENTY OF POWER"...

ATLANTIC FISHERMAN



**MODEL MRA-4
SUPERIOR DIESEL**



CAPT. F. P. TOWER

WERE we to fill every page in this magazine with advertising, we still could not tell the story of Superior Diesel economy and dependability as well as Capt. Tower has done in his unsolicited letter.

Morgan City, La.
July 10, 1942

The National Supply Company
Superior Engine Division
Springfield, Ohio

Gentlemen:

I have been operating Superior Diesels for the past six and one-half years, and frankly I can't think of a single complaint I could make.

I first installed a 28 h.p. Superior Diesel in my 42 ft. trawler, "Tillie", while operating in Florida waters, but upon coming to Louisiana five years ago, I found I needed more power and switched to a 60 h.p. Superior Diesel.

During this time we have had no trouble whatsoever. No lay-ups and considering the size of my boat the catches have been very good. Several weeks ago when many of the large trawlers were bringing in eight to ten barrels of shrimp, I brought in 24 barrels.

I find my Superior has plenty of power and attains a speed of about 9 miles per hour. It is economical in that it uses 2½ gallons of 84 fuel per hour. I change oil every 100 hours and never add any.

I don't think a Superior Diesel can be beat for making money in the shrimp business.

Very truly yours,

F. P. Tower
F. P. Tower

SUPERIOR ENGINE DIVISION . . . THE NATIONAL SUPPLY COMPANY
SALES OFFICES: Springfield, Ohio; Philadelphia, Penna.; New York, N. Y.; Los Angeles, Calif.; Jacksonville, Fla.; Houston, Texas; Chicago, Ill.; Fort Worth, Texas;
Toledo, Ohio; Boston, Mass. FACTORY: Springfield, Ohio

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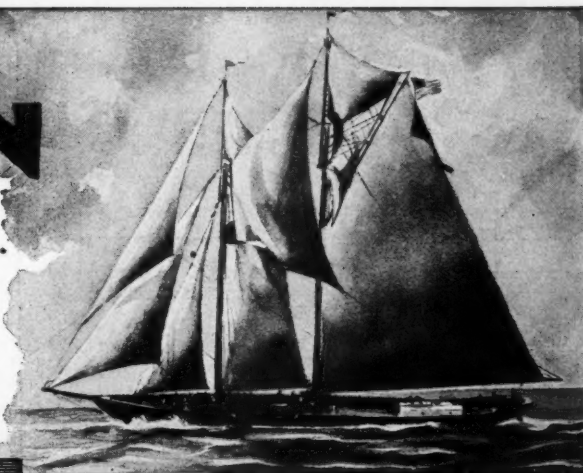
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Industry Receives War Program Representation

SECRETARY of the Interior Harold L. Ickes, recently named Fishery Coordinator by President Roosevelt, has announced that immediate steps will be taken to carry out the program for development and maintenance of sustained production of aquatic food supplies essential to the conduct of the war.

As a preliminary step in the organization of the Office of Fishery Coordination, letters have been transmitted to all Federal agencies affected by the President's order, requesting the designation of a liaison officer to participate in the program.

Established by the President's order to insure maximum efficiency in the Nation's war food program, the Office of Fishery Coordination is authorized to maintain close liaison with appropriate Federal, interstate, and local agencies, and with fishery and allied industries, in the assembling of information relative to the conservation, production, processing, packing, transportation, marketing, and consumption of fish and other fishery products. Information relative to the construction, procurement, conversion, substitution, replacement and repair of fishery industry facilities, also will be assembled by the Fishery Coordinator's Office.

Maintaining an overall supervision over the aquatic food supply, Fishery Coordinator Ickes also is empowered by the President's order to make specific recommendations to Federal and other governmental agencies and the affected industries to insure maximum coordination of effort in the utilization of their services and facilities and to deal with problems involving supply, allocation, and procurement of equipment required by the fishery industry.

Secretary Ickes has appointed Dr. Ira N. Gabrielson, Director of the Fish and Wildlife Ser-

vice, as Deputy Fishery Coordinator. Charles E. Jackson and Reginald H. Fiedler, also of the Fish and Wildlife Service have been designated as Assistant Deputy Coordinator and Executive Officer, respectively.

Under the Office of Fishery Coordination there will be five units, which are as follows, with the individuals in charge of each: Technological, R. W. Harrison; Statistical, E. A. Powers; Economics & Consumer Research, Ralph Russell; Market Reports, A. W. Anderson; and Conservation, H. J. Deason.

Secretary of Agriculture Claude R. Wickard has appointed Lawrence T. Hopkinson, chief of the Fishery Section of the WPB Food Branch, as chairman of the Fisheries Committee of the Foods Requirements Committee.

The Fisheries Committee, established by WPB Chairman Donald M. Nelson will serve the Foods Requirements Committee, the War Production Board, and other appropriate government agencies in an advisory capacity on matters relating to the supply, conservation, allocation, importation and rationing of fish and fishery products. It will study military, civilian and foreign fish requirements and will recommend programs to meet those requirements.

Final membership of the Fisheries Committee will include representatives of the Department of State, the War Department, the Navy Department, the Office of Lend-Lease Administration, the Department of Agriculture, the Department of Interior, the War Shipping Administration, the Board of Economic Warfare, the Office of Price Administration, the United States Tariff Commission, the Office of Civilian Supply of the War Production Board, the Food Branch of the War Production Board, and the Chemicals Branch of the War Production Board.



Secretary of Interior, Harold L. Ickes, Fishery Coordinator, at left; and Dr. Ira N. Gabrielson, Director of Fish and Wildlife Service, Deputy.

Dried Oyster Industry Started at New Orleans

Quong Sun Company Producing Ho See
to Replace Imported Chinese Product



Miss Lin Oye See and C. D. Hoy showing their new oyster product, Ho See.

BEFORE the present World War, the importation of dried oysters from China was a sizable business. The dried oyster, called Ho See in Chinese, is used by Chinese in various soups, also to make a soup and for addition to omelettes. Besides these uses, the Ho See is cooked with Chinese pumpkin to make a soup which, it is claimed, cuts down fever when eaten by a sick person. Altogether it is a delicacy well liked by the Oriental people, selling, in normal times, for around \$1.75 per pound.

Since the present World War the importation of Ho See has gradually declined, until since Pearl Harbor the importation has about been nil. As a result, prices have advanced to \$3.00 to \$4.00 per pound or more with supplies almost impossible to locate.

This advancing price and growing shortage situation set C. D. Hoy and Chin Hong of Quong Sun Co., 525-527 St. Louis St., New Orleans, La., thinking what could be done. They were familiar with Ho See, naturally, but were not technically perfect in the method of preparation, so they set about experimenting a bit to find out just what could be done in making Ho See from Louisiana oysters. Finally their efforts were rewarded so that they could turn out Ho See equal in every way with the imported product.

As a starter, to see how the domestic market would absorb the domestic production of Ho See, 2,000 bags of Louisiana oysters were used to make Ho See. In the preparation of this delicacy the oyster is first shucked and then cooked in its own liquor, to which some water is added to give sufficient liquid for the cooking process. The oysters are thoroughly cooked, the longer the cooking process the better the Ho See.

After being thoroughly cooked the oysters are drained from their liquid, laid on trays of wire netting, and placed in the sun for drying, the oysters being turned from time to time during the drying process. When thoroughly dry they are about the size of a date, very dry and brittle. Ho See is packed in 50 pound kegs, carefully sealed to keep them dry and also to keep insects and bugs from getting into them.

The domestically produced Ho See are being sold for \$2.00

per pound, which is considerably under the present price of the imported and very little above the pre-war price. The cost of manufacture is reported to be \$1.60 per pound. This high cost of production is occasioned by the shrinkage during the drying process, one sack of oysters giving only about a pound and a quarter of Ho See.

If this initial attempt at making Ho See in this country is successful, it is the intention of the Quong Sun Co. to devote December, January, February, March and possibly April to the making of dried oysters. During the other months of the year the oysters are too watery to make the processing of Ho See profitable.

The Quong Sun Co. operate at Bayou Bruleau near Grand Isle about seventy miles south of New Orleans, where they are engaged in the drying of shrimp. This first lot of Ho See was made there, and if the attempt is successful, the drying of oysters will be added to the drying of shrimp at Bayou Bruleau.

At present the Chinese trade in the United States is being approached with the domestic-made Ho See. Later it is planned to go after the Spanish trade because it is felt that the Spanish, great lovers of seafoods of all kinds, may be turned into a good market for Ho See. When the War is over and shipping conditions become normal again, it is believed that the Chinese population of Cuba and Latin America in general, as well as the native population, may be cultivated as a market.

In China, where Ho See has been made for centuries, the liquid in which the oysters have been cooked is used to make a sauce which is greatly relished for use with pork, fried meats of all kinds and fried chicken. This sauce is of the consistency of mayonnaise, a brownish color with a very delicate and pleasing taste. Not satisfied with just making Ho See, C. D. Hoy and Chin Hong are experimenting to get just the right procedure for the making of a sauce out of the liquor used for cooking the oysters.

At first, the sauce as produced here was a bit too salty in taste and not so thick as the imported sauce. However, continued experimentation has reduced the saltiness and increased the consistency of it so that it is now being made here in almost the same way as in China. It is believed that a little more experimentation will result in a product the equal in every way of the imported sauce.

In Southern Louisiana, oysters frequently are opened right on the Bayous, the shells being used for road making. In the heat of the summertime, tires on automobiles get a bit sticky, and running over these oyster shell roads, pick up the shells. Constant use imbeds the shells in the tires so that they actually become a part of the tire. The one illustrated shows what happens. It reached New Orleans in the current drive for old tires.



Modern Preservatives Prolong Vessel Life

Captain Elwell B. Thomas Discusses the
Economy of Treating Structural Members

DOWN through the centuries men have had to cope with decay in vessels and have used these methods as their weapons against an everlasting enemy: (a) The use of good materials and workmanship. (b) Proper ventilation and precautions that guard against fresh water seepage into the hull. (c) The applications of various wood preservatives as widely different as the simple use of paint and the old time idea of salting the hull.

However, it appears that the weapons were not sufficient, for the best of hulls, even when well constructed and cared for, did not last nearly as many years as they should if decay could have been efficiently battled.

Salting proved to be a clumsy method and did not reach all of the vital structural members of the hull. Then other things were tried such as creosote, and the historians tell us the ancients tried about everything they knew of except "a certain oil extracted from the knees of bees" with medium fair results.

Creosote does pretty well in preventing decay either when applied with a brush or when applied by the pressure methods such as is used on railroad ties. However, it does have very objectionable features for marine use which must be taken into consideration. For instance, many coats of paint applied over a daub of creosote on a piece of wood will still show a yellow-green stain, this being even so in the case of copper bottom paint. This being the case, one must be most careful in applying creosote so that the material does not come in contact with painted surfaces, or that it is not given a chance to seep through to painted surfaces; (it will seep through seams and show up in the putty or seam compound in a yellowish streak). Then there is the smell which many find objectionable, and this smell will remain in the hull for many months after the creosote is applied.

Another old favorite for many years has been red lead. This does not have the faults of seeping or objectionable odor, but it has the fault of not really doing much to prevent dry rot. When dampness does work in under the red lead, it lifts the red lead slightly, and then forms a lovely little humid pocket which serves well as a maternity hospital for the germs of dry rot.

It would seem then that the desirable features in a wood preservative for general marine use would be: (a) Efficient prevention of decay in the wood to which the preservative has been applied. (b) Necessary qualities to allow paint to be applied as it would to ordinary untreated wood, without effect on the paint job. (c) Permanent decay prevention without the need of additional treatments from time to time. (d) Lack of smell, as odor is objectionable to persons aboard the boat and will also affect food, clothing, etc. (e) Harmlessness to such materials as caulking cotton, oakum, etc.

Various Products Available

Modern science went to bat on these requisites, with the result that there are a number of very excellent preservatives on the market that not only come up to the above exacting standards, but also go those standards a few better.

One manufacturer of a wood preservative claims that his product can be used as a combination preservative and primer under ordinary paint, copper or other bottom paints, and even varnish. He also states that this product has no odor, and that in addition, it is non-irritating to the hands when applying same. He says that it is so efficient that it may be applied to already affected wood and will halt the action of the fungi already present.

He tells us that only one treatment of his preservative is necessary and points out the cost of treating every piece of wood in the average 32-ft. boat amounts to less than fifteen dollars, which drives home the fact to us that these preservatives are all low in cost when compared to their tremendous value in the saving of extensive repairs as the years go by.

The various preservatives on the market have one valuable feature in common, and that is the ease of application. They all may be applied by brush, spray gun, or dipping. Therefore, the expensive process of pressure application is avoided, and the preservatives may be applied under almost any conditions with a minimum of tools. This feature is of especial value when repairing old vessels, as in the case of cutting out affected members where surrounding woodwork and new timber must be treated.

Many of manufacturers of preservatives put out two grades of preservative, one a mild variety for new work where the fungi is not present, and the other a strong variety for extreme cases such as killing the fungi in old work adjacent to effected timber which has been cut out.

Another firm produces a product which was developed for use in painting the bunkers of steam vessels, but which has proven to be an excellent preservative for much of the work around the hull. This material is black in color, and has many of the good features of creosote, without its objectionable poor qualities. It applies with a brush and dries like a semi-gloss black paint. A peculiar feature of this preservative is that it may be applied to one of those typical places aboard ship which always seems to be more or less damp. It will dry well over the dampness, and furthermore, the wood under the newly applied preservative will slowly dry out and will remain dry thereafter.

One firm manufactures a preservative of an olive-drab color, which in addition to the usual features, has a further good feature in that it is very fireproof. This is certainly a desirable quality in hull work. It is suggested that this product be applied in two coats, the first coat to be applied to each member of the hull before assembly, and then the interior and exterior of the hull be painted a second coat when complete. This preservative may be applied by the "Vacuum Pressure" method. It may be used also as a base for paint with excellent results, although its color does not make it suitable as a primer for varnish.

Another product, in addition to being a wood preservative is said to control water absorption. In other words, the timber, when treated with this product, remains comparatively stable in regard to weight and also in regard to shrinking and swelling. This is a rather new angle in the wood preservative field and it has definite advantages. First of all, the hull does not absorb any great amount of water, and therefore a lot of useless weight which would reduce efficiency, is not dragged around. It is surprising how large a percentage of the weight of a vessel comprises useless absorbed water. Furthermore, the shrinking and swelling feature is good in that damage is not done by the winter lay up or other decommissioning. If decks are treated with this product, there is not the possibility of leaks that is present in untreated decks.

One preservative in particular is quite effective in repelling marine borers, and all of them are anti-borer to a greater or lesser extent.

In the construction of new vessels it is always advisable that each piece of timber, after being cut and fitted, be treated with preservative before fastening in order that those hidden surfaces, which generally decay first, will receive thorough treatment. By hidden surfaces, I mean those such as the surface of frames next to the plank and also that surface of the plank next to the frame and so on. Dipping is better than brushing and may be conveniently employed for the smaller hull members, while the larger members will have to be either brushed or sprayed. Where possible it is well to bore for bolts, etc., and then either dip the member in the preservative or run preservative through the bored hole by using a round brush such as is used for scrubbing milk bottles. Another method would be to plug one end of such a hole and then pore in preservative until the hole is full, allow same to stand a while, and then drain the preservative out.

Timely Hints for Diesel Engine Maintenance

The First Installment of a Periodic Inspection

Program by E. R. Spencer, Cooper-Bessemer Corp.

WITH the high premium now put on replacement equipment because of war requirements, intelligent maintenance, to help insure continuous trouble-free engine operation, is more important than ever before. Thorough periodic inspection is the basis of intelligent maintenance; inspection reveals conditions that can be adjusted or corrected quickly and thus prevents costly and time-consuming breakdowns that inevitably follow neglect.

This article offers a proven procedure for making some of the more important inspections involved in the maintenance of heavy-duty slow-speed Diesel engines. There are other ways to obtain the desired results, but this recommended procedure is based on a complete investigation of mechanical conditions and alignment. Nothing is taken for granted. Although repair methods are not considered, it is assumed that necessary steps will be taken when inspection reveals irregularities.

How often should such an inspection be made? Many factors affect the permissible elapsed running time. A few of the most important are: (1) load factor, (2) nature of fuel, (3) frequency of starting and stopping, (4) operating conditions, presence of dust, etc. (5) program of running repairs, and (6) effectiveness of lubrication.

Naturally the only sound basis on which this period can be determined is past performance under a given set of conditions. However, under average conditions, these heavy-duty slow-speed engines can be kept in good condition by inspection and overhaul every 8000 to 10,000 hours of operation.

Assuming that the engine is ready for this periodic inspection, attention turns to the task of examining some of the major parts. After the engine has been dismantled and cleaned up, the alignment and condition of the crankshaft becomes the operator's first concern.

Check Bearing Condition

Remove each main bearing cap and check for such mechanical defects as loose babbitt, cracks and evidence of wear or other improper operation. In a similar way, inspect each lower shell as it is removed, replacing those required for shaft support. If any of these bearings shows need of repairs, it should be sent to the shop at once. This done, suspend the shaft on two lower bearing shells, locating them so the shaft will be balanced. Do this by trying to make the overhanging ends about equal and the sum of the overhangs as nearly equal to the distance between supports as is practical.

With the shaft suspended in this manner, inspect it thoroughly for defects, injuries, or wear. Perhaps the first step should be examination for cracks. The origin of cracks will usually be found in or near fillets, holes, or points of abrupt change in section. Paint all suspicious parts of the shaft with a mixture of chalk and alcohol. Rotate the painted shaft to allow any crack present to give up entrapped oil, which will discolor the chalk. If large, heavy shafts prove difficult to rotate, bump the shaft with a wooden ram to set up a vibration that will aid in liberating the oil.

Next examine each crankpin and journal for scores, rough spots and other evidence of undue wear. With calipers and micrometers, determine the amount of taper and out-of-round. Barring accidents, the wear on main journals is usually quite uniform. Sometimes inaccurate machining in older engines causes misalignment and tapered crankpins are often found. This is not serious if the taper is uniform and the bearing is fitted properly.

Flat spots do, however, become a real problem. A crankpin 0.0005-in. flat, per inch of diameter, will produce noticeable noise. The maximum flat or out-of-round allowable in any case depends on how important the operator considers the noise and the more rapid wear on the affected parts. Attention should be given to truing up the pin when the out-of-round wear becomes as much as 0.001 to 0.0015-in. per inch of shaft diameter. It may be necessary to move the shaft supports during this examination to permit inspection of all journals.

You are now ready to check the shaft for any indication of permanent deformation. This can be made much easier by using sufficient dial gages to place one over each suspended journal. Fix them securely in position so that the operating points will rest on the respective journal tops.

Set all dial gages on zero and revolve the shaft slowly several times, watching for any appreciable deflection of the indicator hands. Then set the No. 1 crankpin on top center, reset all gages and again rotate the shaft slowly. Stop the shaft at each quarter position of No. 1 crankpin and read all the gages. If there is still no evidence of permanent deformation, rotate the shaft and take readings once more as a check.

If on the other hand the gage readings indicate a kink in the shaft, further investigation is required. With the aid of previous readings, rotate the shaft slowly to find the position of No. 1 crankpin which causes the affected gages to show maximum readings. This puts the deformation or bend in its extreme top or bottom position and the angle between No. 1 crankpin and top center can be measured with a protractor. Again reset all gages and rotate the shaft slowly as before, stopping the shaft to read the gages at 90, 180 and 270 degrees past the point where the bend is in the extreme top position. Repeat the same procedure until consistent readings are secured.

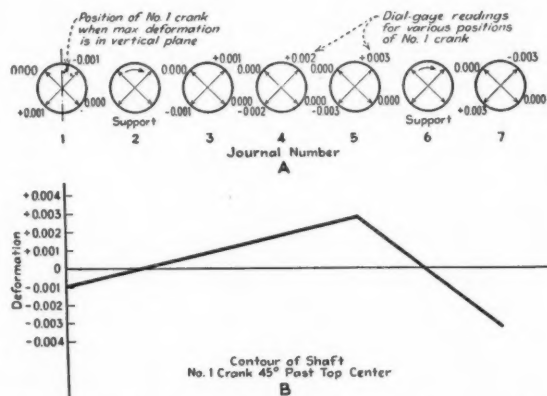


Fig. 1A—Method of recording dial-gage readings to check for shaft deformation.

Fig. 1B—Plot of dial-gage readings which shows location and amount of deformation.

Fig. 1A shows a system commonly used to record the readings intelligently. After drawing the circles to represent each journal, locate the position of No. 1 crankpin accurately on the circumference of each circle and put the reading next to it. This gives the position of the No. 1 crankpin (45 degrees past the center in this case), when the bend is in its extreme top or bottom position and the number on each circle at the 45-degree point is the reading from the dial gage at each journal.

Next mark a point on each circle 90 degrees past the first mark. Place alongside these marks the reading of the dial gage taken when the No. 1 crankpin is in this new position. Repeat this for the 180- and 270-degree positions. Remember that all dial-gage positions are taken from the same point and that the location of the readings on the circles indicates the position of the No. 1 crankpin when the particular readings were taken. One set of circles may be used for several trials although there is less chance of making errors if new circles are used for each set of measurements.

Locating Bend

In Fig. 1A the bend is in the extreme top position when the No. 1 crankpin is 45 degrees past top center. The readings

taken along the shaft at this point can be plotted as shown in Fig. 1B which gives a graphic idea of the shape of the deformation and the location of the maximum deflection. Note that the 270-degree readings would give the same contour upside down, with the bend in the extreme bottom position, and that the readings 90 and 270 degrees past the first reading show no deflection, indicating that the shaft bends in only one plane. The horizontal scale on the chart in Fig. 1B represents distance between dial-gage positions, which should be measured accurately.

In special cases it may be desirable to change the location of one or both supporting shells and repeat the entire procedure as a check on the original investigation. Shafts with more complicated deformations than a simple bend can be investigated by the same method.

The amount of permissible deformation is subject to discussion. It is recommended, however, that steps be taken to straighten the shaft if it shows a deformation of more than 0.002 in. plus 0.0004 in. per inch of diameter.

Replace all the lower main bearing shells in the exact locations from which they were removed. When they are, centrally located, block each shell in place so that the shaft can be rotated without shell movement. Lubricate each journal so that a continuous oil film is secured.

The shaft is now ready for alignment. Bridge-gage readings and crankweb deflections should be made simultaneously or at least in conjunction with each other. If no bridge gage is available, spot the frame directly above the top of the journal. Measurements may then be taken from this permanent reference point to the top of the shaft with inside micrometers. For the purposes of this article it is assumed that a conventional bridge gage is used. Other instruments and equipment required for checking alignment include a strain gage and two jacks or clamps to hold the shaft down in the bearing shell.

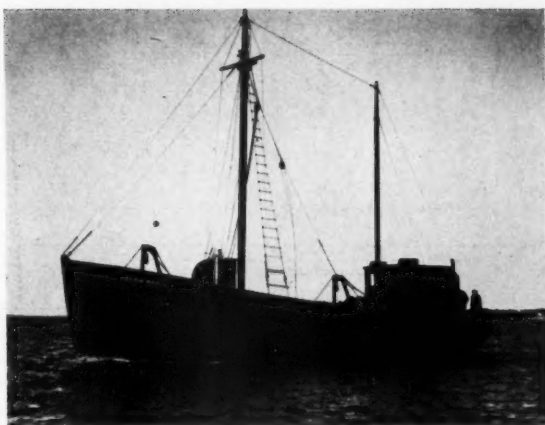
First place the No. 1 crankpin in its top center position and install the strain gage near the centerline through the main journals. Revolve the gage several times to make sure of accurate reading and then set the dial to zero. Before moving the shaft take a bridge-gage reading of the journal on either side of the crank throw in question. Rotate the shaft in the direction of normal operation. Stop the shaft at each quarter position and record strain- and bridge-gage readings. The bridge-gage readings on the four quarters serve as a check; the readings should be the same after allowing for the out-of-round values previously measured.

Repeat this procedure, using the jacks or clamps to press the shaft down to a solid bed in both main bearing shells (one on either side of the crank throw in question), when the crankpin is in its extreme top or bottom position. There should not be more than 0.002 in. difference in the bridge-gage readings of either journal when the shaft is free and when it is clamped. If a reading differs more than the prescribed 0.002 in., it may be assumed that the particular bearing involved is lower than the adjacent ones. Of course the bridge-gage readings will have little value in determining high bearings. These readings serve more as an aid to interpreting the strain-gage measurements than as independent indications.

Repeat this procedure with each crank throw. When this is done, use an approved shafting level and check the slope of each main journal and that of the adjacent main frame. The levels thus obtained not only indicate the shaft contour but are useful as an additional check on the strain-gage readings. If there is evidence of misalignment, the best plan is to make a sketch of the shaft showing levels and maximum deflections. A study of this sketch will indicate clearly the location of high or low bearings. From the information thus obtained, a skilled mechanic can scrape high bearings down to proper alignment. All high bearings must be lowered to the low bearing level or the low bearing must be raised by rebabbiting. Flat spots, taper, and out-of-round should always be kept in mind when interpreting crankshaft measurements.

Good practice indicates that crank-web deflections should be held below a maximum of 0.002 in. On first thought it may seem inconsistent to use a single value for all heavy-duty crankshafts. However, because short-stroke shafts are usually designed with thinner web sections, the actual variation of

(Continued on page 22)



The 70' dragger "Helen Mae II" operated by Capt. Frank Ross of Owls Head, Me. Powered by a 170 hp. Buda Diesel with 3:1 Twin Disc reduction gear, and equipped with a 52 x 46 Hyde propeller and Exide battery. Photo, courtesy Rockland Courier-Gazette.

Chicago Receipts Show Big Gain

ABOUT 5,876,000 pounds of fresh and frozen fishery products were received during June at the Chicago Wholesale Fish Market, according to Fish & Wildlife Service.

Compared with last month's arrivals (revised) of 4,793,000 pounds, this represents an increase of 1,083,000 pounds, or 23 percent. An increase of 969,000 pounds is also shown compared with the June 1941 figure of only 4,907,000 pounds.

During June, 1942, 82 classifications of seafood—fish and shellfish, fresh- and salt-water—from 24 states and 7 provinces of Canada, were sent to this market. Of the total receipts, 2,763,000 pounds were fresh-water fish, 2,175,000 pounds salt-water fish, and 938,000 pounds were shellfish.

Fresh-water species—fresh and frozen—received in greatest abundance at the Chicago Market during June were lake trout (576,000 pounds); whitefish (348,000 pounds, all fresh); and sheepshead (291,000 pounds).

Predominating salt-water species of fish were fresh and frozen halibut (955,000 pounds) and frozen rosefish fillets (440,000 pounds).

Varieties of shellfish received at the Chicago Market included 767,000 pounds of fresh and frozen shrimp, and 30,000 pounds of lobsters.



The 55' dragger "Tip Top", recently built by Stonington Boat Works for Capt. George Berg of Mystic, Conn. Equipped with a 100 hp., Caterpillar Diesel sold by Nicoll-Talcott Corp., Hartford; Columbian 40 x 32 propeller, stern bearing and stuffing box; Shipmate range; Hathaway winch; Wall Rope and Linen Thread twine.



The "Midshipman", 55' x 16½', is owned by Manuel J. Versaggi of Patterson, La., and powered with a Model MRD-4, 4 cyl., 5½" x 7", Superior Diesel engine, rated 90 hp. at 1200 rpm.

New Jersey Trawling Limits Relaxed

PERMISSION to operate one mile off the New Jersey shore, instead of being forced to keep two miles offshore, was granted to beam trawler fishermen by a war emergency proclamation issued August 7 in Trenton by Governor Charles Edison.

Relaxation of the trawling limitations followed complaints by the fishermen that there was a scarcity of fish beyond the two-mile limit and also danger of submarines in that area.

The fishermen's appeal for permission to come closer than the two-mile limit prescribed by law for trawlers was referred to the Governor's War Board which recommended it be granted. Prior to issuing his proclamation, Governor Edison consulted Federal authorities, market fishermen and the State Fish and Game Commission.

The proclamation provides the beam trawlers may not operate within a mile and a half of any inlet nor within a half mile in any direction of a pound or staked net. It is effective until December 31 next, unless the war emergency ends before that date.

Wm. Gray Renamed to Shellfish Board

The nomination of William Gray, New Gretna, to serve another term as a member of the New Jersey State Board of Shell Fisheries has been announced by Governor Edison.

Mr. Gray has formerly served three four-year terms. He will fill the vacancy which has existed since his previous term expired over a year ago on June 30, 1941.

The Shellfish Industry in Tuckerton and Great Bay will in the near future gain much valuable publicity and exploitation from a brief which is being prepared by Mr. Gray on a new phase of conservation and development of the oyster.

His plan which was adopted two or three years ago was to catch seedlings by planting shells in the deeper waters of the Mullica River almost as far up as the Iron Bridge near New Gretna. Planted in 25 or 30 feet of water it was found that thousands of the seedlings could be obtained from every seasonal set. This spring from the deep water around 25,000 or 30,000 bushels of the young oysters were taken up by machinery and taken to the shallow waters of the state beds in Great Bay. While in the deep cold water the oysters would remain in a stunted state with a white fragile shell very susceptible to drum fish and other enemies; transferred to the warm shallow waters with greater salinity, their shells harden and take on color and their growth is very rapid.

Also of interest is the experiment being carried on in cross-breeding oysters from the State Beds with those from Long Island. It is expected a strong, large shellfish can be obtained.

Louisiana To Study Oyster Mortality

INTENSIVE series of studies is under way along the coastal areas of Louisiana to determine the cause of mortality among oysters and to aid in these investigations the Conservation Department has obtained the services of Federal aquatic experts from the U. S. Fish & Wildlife Service.

In announcing these investigations, Conservation Commissioner Joseph L. McHugh said every effort is being made to encourage increased production of oysters and other sea food to help the nation's war effort.

Latest published figures of the U. S. Fish & Wildlife Service show Louisiana produced 13,586 million pounds of oyster meat, or 14.6 per cent of the total oyster production of the country.

Observation and study by conservation authorities have established that the highest mortality usually takes place during the last two weeks in August and the first two weeks of September and the area most affected by this mortality is from Bay de l'etres on the west Jefferson parish to Sandy Point Bay on the east in Plaquemines parish. Incidentally, the highest type of cultivated oysters is included in this area.

Hold Blessing of Fleet

The annual "Blessing of the Fleet" was held at Morgan City on July 19, where over 200 shrimp trawlers of that city, Berwick and Patterson were lined in parade formation along the river front. An exceptionally spectacular, interesting and instructive program was presented before a record-large throng of spectators.

The affair was sponsored by the Gulf Coast Seafood Producers and Trappers Association, whose secretary-treasurer, P. A. LeBlanc, was chairman.

The blessing ceremonies were carried out by Rev. Father Jules Toups, who passed among the boats on the flagship *Lafourche* of the Morgan City Packing Co.

In the afternoon, nine boat races were held, with 20 boats of the New Orleans Power Boat Association participating.

The program was climaxed by a huge street parade and coronation ball.

Shrimp Season Law Signed

Last month, the Governor of Louisiana signed House Bill No. 539 regulating closed seasons on shrimp. The new law provides for two closed seasons of 60 days each on shrimp taken from inside waters only. Shrimping in "outside" waters is not affected.

Accordingly, no closed season faces the industry centered in Morgan City, Berwick, and Patterson as long as this Act remains in force. The deep sea trawlers operating out of these ports seek only the jumbo shrimp to be found in the waters of the Gulf of Mexico, and experts have decided that no closed season on these outside waters is necessary from a conservation standpoint.

Alabama Shrimp Season Opens

The shrimp season in Alabama officially opened on August 3. The taking of oysters from Alabama's coastal waters will be permitted on September 1.

Recent investigations by Conservation Director Albert W. Gill and Game, Fish and Seafoods Chief Ben C. Morgan revealed that the shrimp are of sufficient size and quantity to justify their being taken without damage to future supply. Prospects for good shrimp and oyster seasons are described as better than for several years past.

Set Shrimp Price

The Gulf Coast Shrimpers and Oystermen's Association of Biloxi, has fixed the price of shrimp at \$10 for medium shrimp on the grounds and \$15 for large shrimp with the factories furnishing ice and \$2.50 additional for freight. This price is the same as was in effect during the past winter.

Florida West Coast Fishing Restrictions Modified

U. S. Coast Guard orders, which several weeks ago banned all night sailing along the Florida West Coast, were modified early in August to allow commercial fishing in inland waters at night. Previously, all boats were required to remain moored in the harbor from which they sailed, from one-half hour after sunset to one-half hour before sunrise.

Authorization of commercial fishing in inland waters applies only to fishermen who actually engage in fishing operations as a means of livelihood. These operations will be restricted to inland waters and lagoons and behind the shore when no lights will be visible seaward.

Arrangements also have been made to allow bonafide deep-sea commercial fishing boats, meeting certain requirements, to obtain permits for fishing off-shore at night.

Early in August, clearance permits were issued by the U. S. Coast Guard for 85 vessels of the Tarpon Springs sponge fleet. These permits allow the vessels to operate in the Gulf as they have done in the past.

Sponge Sales Set Record

Sponge sales for 1942 through the end of July were the greatest in the 38-year history of the Tarpon Springs Sponge Exchange, having amounted to a total of \$1,020,141.57. The demand has been good for the product and prices have been high.

July sales were considerably less than the July, 1941 sales because of temporary restrictions on operations of the catching fleet, although the 1942 total to date is nearly \$200,000 greater than the corresponding period a year ago and \$600,000 greater than the same period two years ago.

Assistance to Industry Requested

Exemption or deferment from military service of persons engaged in commercial fishing and for those necessary in handling of fishery products has been recommended to William L. Wilson, operations chairman of the agricultural division, Florida State Chamber of Commerce, by the divisions fish committee. S. E. Rice, State Conservation Commissioner, is chairman of the committee.

The committee also suggested that there should be a modification of the ODT ruling insofar as it affects transportation of seafoods. It was pointed out that owing to lack of adequate freezing and storage facilities each catch of fish must be trucked to market with the least possible delay. This does not always allow time to arrange for return truck loads, the committee reported.

Among other recommendations by the committee were: that military authorities be asked to call for bids on southern fish, particularly Florida fish; that uniform closed seasons through-

out the state, conforming with spawning periods and without conflict with local county laws, be supported; that study be made of the size of mesh that should be used in nets; that high priority ratings be made for materials needed by the industry, particularly those needed in the building and repairing of boats and for the preservation and transportation of sea foods; and that special attention be given to preparation and packing.

More Mullet and Crabs at Titusville

An increase was reported last month in the mullet catches at Titusville, with satisfactory prices. The catch of Indian River crabs also was reported to be good, with the Scobie Canning Plant operating at full capacity.

Fishermen Organize to Raise Prices

A number of Island fishermen met in July with wholesale fish dealers at the Johns Pass clubhouse. The purpose of the meeting was to try to work out a plan to raise prices so that fishermen will not be forced out of business. Twenty two fishing boats and 7 dealers were represented.

An organization to be called the West Coast Fishermen's Association is in progress of formation under the leadership of Capt. Floyd M. Pippenger.

Pippenger emphasized that the industry cannot survive without shipments averaging 30,000 pounds a week to northern markets for freezing. The group, with aid of Claude Pepper, is trying to obtain government contracts which recently included grouper among the products listed to be purchased.

Pippenger and Jack Aldridge were named to a committee to meet with Sarasota and Tarpon Springs fishermen in an effort to have them agree to the local resolution.

Ninety percent of Clearwater's fishermen have signed the agreement, Pippenger stated.

Crawfish in Production Again

The spiny lobster (sea crawfish) season in the State of Florida opened July 21, following a closed season since March 21. At Key West crawfish have been very plentiful, and have brought a wholesale price of from 6 to 8 cents.

Hibbs, St. Petersburg Pioneer, Dies

Henry W. Hibbs, Sr., head of the Hibbs Fish Company of St. Petersburg, died on July 17 at the age of 80.

He was one of the pioneer businessmen in St. Petersburg, having come there in 1889. He opened a fish house on a pier that was connected with a new railroad that had just been extended into the town, and with a small schooner, turned to fishing the Bay waters. With a good supply of fish and a steadily increasing demand from Northern and local markets, the business showed continued growth.

He organized a Company in 1904, and operated a fleet of fishing boats, having had at one time ten powered vessels plying the Bay and Gulf waters.

Three sons, Charles B., Walter W., and Henry W., Jr., are connected with the Hibbs business.

Three shrimp boats at Morgan City, La., owned by independent fishermen. Left to right: the "Kingfish", owned by Capt. "Monk" Leonardi, and the "Bama" and the "Andrews", owned by Captains A. and S. Andrews.





The seiner "Frankie & Rose", owned by Capt. Joseph Sinagra of Gloucester, Mass., and powered with a 5 cyl., 9 1/4" x 14", 100 hp. Wolverine Diesel engine. The vessel is 104.3' x 14.9' x 8.3'.

Gloucester Redfish Landings Continue Forging Ahead

A NEW record in redfish landings was established during the week of August 3 in Gloucester when 46 trips discharged a total of 3,306,000 lbs. at seven filleting concerns.

The biggest redfish day in history occurred on the 7th when 16 draggers landed 1,131,000 lbs., giving \$44,000 in proceeds to approximately 160 fishermen. This was the third consecutive week during which landings of redfish totaled over 3,000,000 lbs. The best trip of the week was that of the *Caroline & Mary*, Capt. Joe Rose, whose crew members received \$274 each for a haul of 175,000 lbs.

What is considered to be the best trip of redfish caught in a short time was that of the *Leonora C.*, Capt. Anthony Sears. This vessel weighed out 126,000 lbs. after a 58 hour trip, which gave each man \$185.

Among the good redfish trips landed during the last of July were those of the *Corinthian*, Capt. Jerome Noble, which made two consecutive 5-day trips that brought a total of \$427 per man; the *Doris F. Amoro*, Capt. Nelson Amoro, \$163 in 4 days; the *Austin W.*, Capt. James Tucker, \$385 for two trips in 10 days.

"Frankie & Rose" Does Fast Seining

The mackerel fleet continues to do very well, with the fish bringing as high as 4 3/4c per pound in contrast to 2c paid a year ago.

Among the high-line seiners is the *Frankie & Rose*, Capt. Joe Sinagra, which made a fast trip on August 8, coming in with 60,000 pounds after being out only 10 hours. Three days later she arrived in port again with 55,000, which, together with the first trip, netted each crew member \$249. These trips followed a similarly profitable 2 days of fishing a week previous, when in 2 trips totaling 140,000, the vessel gave each man \$260.

"General MacArthur" Lands First Trip

The dory trawler, *General MacArthur*, the converted yacht *Satan's Wife*, landed her first commercial fish catch early this month at Boston, under command of Capt. Carl Olsen. It had 107 swordfish totaling 16,000 lbs. and 4500 lbs. of halibut. The catch stocked \$6377, giving each man \$237 for 19 days.

Nation-wide Broadcast from Dragger

The fo'c'sle of Capt. Tom Meagher's dragger *Mary M.*, docked at the Atlantic Supply wharf, July 28, was the site for the first four minutes of broadcast of the weekly radio program, "This Nation at War", sponsored by the National Manufacturers' Association over the Blue Network.

The program was arranged to show what the fishing industry is doing for the war effort. Two microphones were set on the table of the dragger, and the announcer introduced Jere F. Sheehan of Gorton-Pew Fisheries who replied to questions concerning the industry. The experiences of Capt. Joseph Ciarametaro, when his dragger was shelled and sunk by an enemy submarine, on June 3, were narrated.

Four Draggers from Virginia

Four Virginia draggers are now operating out of Gloucester. They are the *Malolo*, owned by Capt. Wesley Mills of Hampton and skippered by Capt. Henry Rollins; the *North Star*, owned by Capt. A. F. Amory of Hampton and skippered by Capt. Rudolph Enquist; the *Inca*, formerly of Gloucester and now owned by L. M. Newcomb & Co., of Phoebe; and the *Cecil W.*, Capt. Ralph Carmines from Hampton.

Two Building Draggers in Florida

Two draggers for Gloucester, each approximately 67 feet long, are being built by Sarris Bros., at St. Augustine, Florida. One is for Capt. Joseph Cottone, the other for Capt. Peter Frontiero.

"Four Sisters" Repowered with Superior

The *Four Sisters*, owned by Capt. Joseph Cecilio, has been repowered with a MRD4, 90 hp., Superior Diesel with 2:1 reduction gear and fresh water cooling, and furnished with a new type Edison E-Mark 30 volt, 250 amp. hp. starting battery. The equipment was sold by Walter H. Moreton Corp., of Boston and installed by the Independent Machine Co.

New Bedford Leads in Swordfish

NEW Bedford apparently is the center of the swordfish industry this summer for the first time in many years.

According to L. S. Eldridge of L. S. Eldridge & Son, Inc., there are more swordfish now coming into this port than for any season in 10 years.

Among those having big trips are the *Alva*, which landed 25 fish on July 10; the *Reliance*, 42 on the 14th; the *Bethlehem*, 26 on the 19th; the *Elva*, 31 on the 21st; and the *Lillian D.*, 26 on August 7. One of the big landing days was July 27, when 9 boats brought in 102 fish. Prices have been running between 30 and 38 cents per pound.

"Alice May" Salvaged

The 58 ft. Mack-powered *Alice May*, owned by Caesar Clerc, which sank in Buzzards Bay on May 3 following a collision, was raised on July 24 after 8 hours of salvage work, and towed into port by the Wolverine-powered dragger *Palestine*, commanded by Capt. Edward Sanchez.

Before operations started, the *Alice May* lay in 40 feet of water with only 8 feet of her mainmast projecting. One cable was passed under her stern and another was made fast well down on the mast. The boat was raised until the top of the deck house was above water, and then strapped to the starboard side of the *Palestine* which, although listing heavily, made port without mishap.

"3 & 1" Floated After Grounding

The 35 ft. dragger *3 & 1*, owned by Sam Cahoon of Woods Hole and operated by Capt. Alex Crowell, reached port safely after going ashore off the Nomansland. She was refloated on August 6, by two launches, after being aground overnight, and then proceeded under her own power with a 11,000-pound cargo of yellow-tails.

Maine Sardine Pack Expected to be Large

QUODDY sardine packers foresee scant likelihood that the new federal ceiling on their sales prices would appreciably limit 1942 production, which they estimated would again be above normal.

To date, leading packers reported, the industry has produced 1,306,598 cases. While that figure is 264,000 cases short of last year's total at the same date, it is within half a million cases of the average yearly total. Last year, the packers pointed out, was a record, with a production of 3,000,000 cases.

August and September usually are the industry's busiest months, and packers said that the average total, 1,800,000 cases, undoubtedly would be exceeded within that time.

Canners paid fishermen from \$18 to \$22 a hoghead for sardine herring this week—an advance of from \$3 to \$7 over early season prices. Still higher figures are in the offing it was predicted, but the sales ceiling was expected to forestall any such bidding as in the last war, when fishermen received as much as \$75 a hoghead.

The ceiling, cutting sales prices by about 11 percent, set the maximum for sales to governmental purchasers at from \$4.07 to \$5.12 a case, depending upon the type of pack. To other purchasers the maximum ranged from \$4.47 to \$5.52.

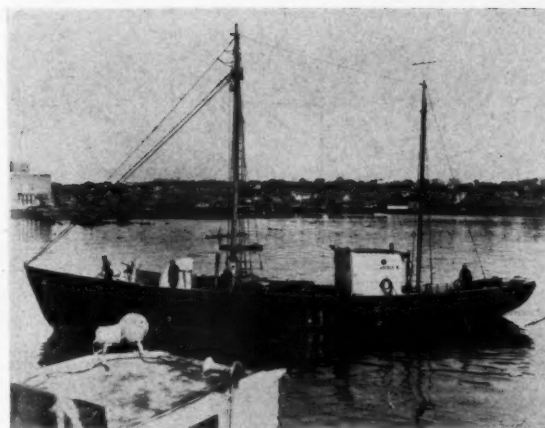
Originally the government earmarked the entire Maine pack for its uses, but it recently became apparent that about one third of the pack would be released for civilian consumption.

Crabmeat Canners Meet OPA Officials

Following two months of intensive preliminary negotiations by U. S. Senator Ralph O. Brewster of Maine, OPA officials and officials of the U. S. Department of Commerce met in Washington, the middle of July, with representatives of the State of Maine and its Maine canners of crabmeat.

OPA rulings which froze the price of domestic crabmeat along with other canned food products as of March levels, has created a situation claimed to be most unfair to the Maine industry packing this product during 1940 and 1941 and sold largely without profit in competition with distress prices of Japanese crabmeat offered by Japanese importers and their food brokers.

Facts and figures were presented from five Maine crabmeat canners showing largely increased labor and material costs for 1942, at the meeting in Senator Brewster's office in the Senate Office Building before Charles W. Triggs, Fish Consultant of the OPA, Albert Abell of the OPA Meats and Fish Division Legal Staff, W. C. Purdy, OPA Retail Section and Keith Burr of the U. S. Department of Commerce.



The "Jackie B." of Gloucester, Mass., is owned by Capt. John Barrett, and equipped with a 140 hp. Atlas Diesel.

At this meeting, presided over by C. L. Haines of Senator Brewster's Washington staff, Sturges Dorrance of New York, merchandising and advertising counsel to the State of Maine and representing the Maine Development Commission, Maine Department of Sea & Shore Fisheries and the Maine canners of crabmeat, presented arguments in support of the claim that it is impossible to pack Maine crabmeat in 1942 at the March price forced upon the Maine canning industry by Japanese crabmeat competition during 1940 and 1941.

Landings of Mixed Fish

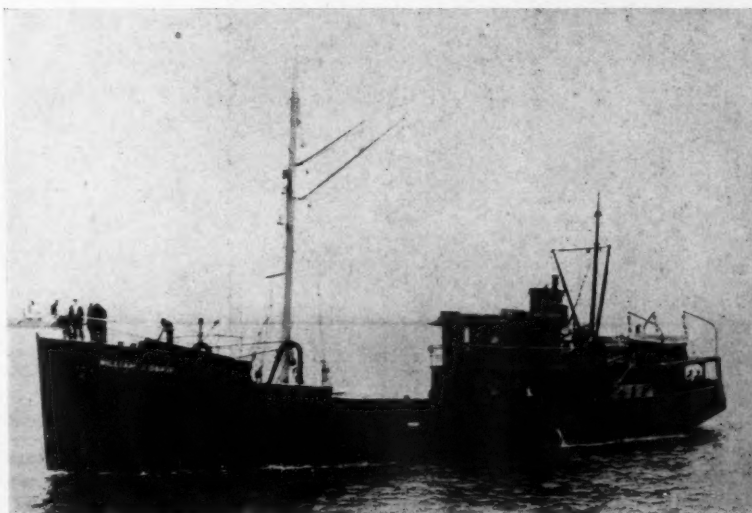
During the last two weeks in July and the first week in August, the larger totals of mixed fish landings at Rockland for the three week period were: *Muskegon*, Capt. Arthur Bain, 225,000 pounds; *Helen Mae II*, Capt. Frank Ross, 152,000; *Iva M.*, Capt. Lew Wallace, 144,000; *Mishawaka*, Capt. John Beggs, 135,000; *Dorothy & Betty*, Capt. Elmer Gross, 103,000. The *Muskegon*, for the first week in August, landed 110,000.

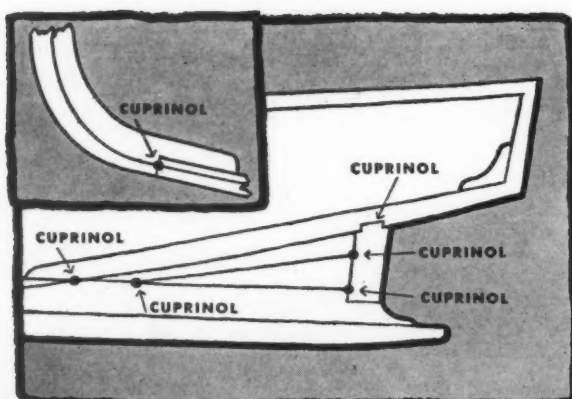
Buda Sales by Delorie

Recent sales of Buda engines by the Delorie Company of Bangor include a 175 hp. Model 1879 engine to Superior Gas and Oil Co., Rockland, for installation in their tanker, *Chebeague*.

A 175 hp. Buda has also been ordered for the fishing vessel *Elin B.*, being built for Capt. Cecil E. Billings, of Billings Bros., Stonington, at the Stonington-Deer-Isle Yacht Basin. A similar model has just been placed in operation aboard the dragger *Helen B.*, which is operated by Billings Bros.

The 115' steel trawler "Wm. J. O'Brien", owned by R. J. O'Brien & Co., Boston, Mass., now being repowered with Fairbanks-Morse Model 37-575 hp. propulsion Diesel and Model 36-100 hp. winch engine, at Bethlehem's Atlantic Works, East Boston.





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Maryland and Virginia Commissioners Meet

THE newly appointed head of the Virginia Fisheries Commission, Charles Lankford of Franktown, Virginia, accompanied by Messrs. Mears, Johnson and Walters of the Eastern Shore of Virginia, and an oysterman and packer of Newport News, Virginia, came to Crisfield on the Virginia Fisheries Patrol Boat, *William Kellam*, on July 14 and met with Chairman Edwin M. Warfield, of the Tidewater Fisheries Commission of Maryland, Allan Sollers, of the Tidewater Fisheries, Dr. R. V. Truitt, of the Maryland Biological Laboratory, and David H. Wallace, Assistant Secretary of the Tidewater Fisheries Commission. In addition to the Fisheries officials of the two States, a group of Crisfield business men were invited by Chairman Warfield, to come down and meet with the Commissioner and his guests on the Conservation Steamer, *Robert M. McLane*, which was docked at the Crisfield docks. Chairman Warfield welcomed aboard the *McLane*, John T. Handy, A. Earl Dize, Wilbert Coulbourn, J. C. W. Tawes, Jr., E. L. Quinn, Sr., Murray E. Ward, Gordon E. Milbourne, Issac H. Tawes, Arlie G. Sterling, A. Wellington Tawes, Glenwood Evans, and Jos. S. McGrath.

Pasteurization May Take Place of Tin

Pasteurization of crab meat, not only as a means of keeping it for an indefinite period under refrigeration, but for the purpose of shipment in glass, appears to be the solution to the shortage of tin cans, at the present time.

This opinion was given further emphasis when Prof. J. M. Lemon, head of the University of Maryland's technical laboratory, told of his successful experiments with pasteurization of crab meat. The process was first reported less than a year ago.

However, as the Federal Government has set October 1 as the last day for the use of tin cans for shipping crab meat, the pasteurization process, and the recently developed method of shipping crab meat in waxed paperboard containers, are the two alternate methods that crab meat packers may employ according to A. Earl Dize, president of the Crisfield Seafood Association. Shipping in waxed paperboard containers would not permit pasteurization, but present packing methods do not pasteurize the crab meat either.

The pasteurization process, according to Dr. Lemon, prevents liquor from forming in the containers, which in turn has caused considerable spoilage of packed crab meat in the past. In the tin there are small holes in the bottom of the cans that permit the water from the melted ice in which crab meat is packed to escape, thus retarding spoiling of the product. The same small holes are in the bottoms of the paperboard boxes.

While Dr. Lemon stated that experiments with the pasteurization process have been carried on in Crisfield, in College Park, and at laboratories on the Gulf of Mexico, packers have not yet begun the pasteurization for shipment. Nevertheless, he said that some of Eastern Shore packers were ready to begin that method when tin cans are no longer available.

Crab Transports Oyster

Arlie G. Sterling, a member of the firm of John T. Handy Co., recently exhibited a large Jimmy crab, carrying an oyster on his right fore-claw. The crab was more than seven and a half inches from tip to tip. He had but one biter claw. The crab was caught in Tangier Sound, and the oyster caught on his claw in the late fall or early winter. The oyster was as large as a silver dollar and alive.

Capt. W. William Evans

Capt. W. William Evans of Ewell, Smith's Island, 71, died on Wednesday, July 15. Capt. Evans was well-known by the boatmen on the Chesapeake Bay, and was a successful waterman.

Crab Planting Was Successful

Fourteen members of the Maryland Legislative Council, Senators, delegates from throughout Maryland, together with

WOLVERINE

powers this
trawler and
many other
fishing vessels
in

VIRGINIA



The "Manchonoch", owned by Capt. B. Felton Forrest, Jeffs P. O., Va., was converted from a 110 ft. sub chaser to a trawler. She is equipped with a 210 hp. Wolverine Diesel engine. This engine was installed in 1940, and in 1941, due to its highly successful operation, a duplicate installation was made by Capt. Forrest in his "Cherokee", a trawler of the same dimensions.

Wolverines meet the requirements of all types of fishing boats, large and small. They are sturdy, simple, reliable, economical, long-lived, and designed for fishing service.

Write for Catalog No. 135

WOLVERINE MOTOR WORKS, INC.

Union Avenue, Bridgeport, Conn.

Director of the Budget, Walter N. Kirkman; Director of Research and Legislation, Horace Flack; and a few guests and friends from outside the county visited Crisfield on July 9. A reception committee headed by Senator L. Elwood Dize was in charge. Capt. Ira T. Todd, with his large workboat, took the group on a brief water tour, so they got first-hand information about planting soft crabs. A. Earl Dize presented the matter of a public subsidized crab-planting, when \$300 was spent jointly by Crisfield business men and the Maryland Tidewater Fisheries Association in rehabilitating the local supply. The experiment was a success. There has been a greater supply of crabs this season than last year.

25,000 Pounds of Black Bass in One Haul

Capt. Chris. Neilson, in the *King Bate* of Crisfield, haul-seiner, caught 247 black bass in one haul. The fish averaged 100 pounds each. Capt. Neilson sighted the school of bass at the mouth of the Manokin River. He said the water was alive with them. He caught so many that part of his seine broke, and he lost a considerable number of fish. Capt. Neilson is connected with the firm of George A. Christy & Son of Crisfield.

Oyster Problem on Great Rock

In Crisfield on July 15th an inspection trip was made to Great Rock in Tangier Sound where 130,000 bushels of shells and 2,300 bushels of spawners were planted this spring. The shells were in fine condition, and very little fouling was observed. Some spawning had taken place for several very small spat were found. However, the oysters still retained the major portion of their spawn, which may be taken to indicate that the chances of a worth while set this season are very good. The above picture is in sharp contrast to the findings on the bar in midsummer of 1941. The intense growth of sponge and moss found on the bar at that time was sufficient in itself to prevent setting. Those concerned with oyster production consider the rehabilitation problem in Tangier Sound simpler than in any other area in the State.

Selective Service Recognizes Needs

ON July 14, 1942, Selective Service System supplemented its recently outlined broad policies for protection of family—tying in with manpower needs of war industry, especially essential activities.

As a guide to Local Boards in considering individual registrants for occupational classification, the War Manpower Commission prepared a list of essential activities, which does not alter statutory ban on group deferments. These essential activities must meet one or more of the following tests:

That the business is performing a service, Governmental or private, directly concerned with providing food, clothing, shelter, health, safety, or other requisites of the civilian daily life in support of the war effort.

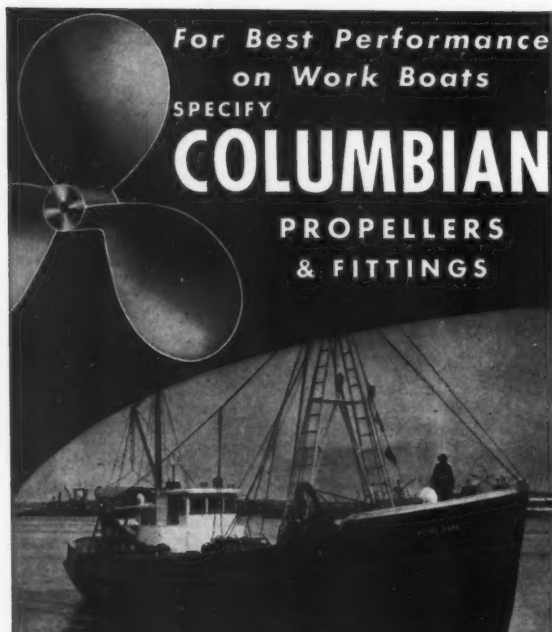
Among the list of essential activities under Food processing are: fishing, production of canned and cured fish.

Restrictions Against Packing in Tin

CONSERVATION Order M-81, as amended June 27, 1942, prohibits the packaging of the following products in tinplate or terneplate after October 31—fish fillets, crabmeat, shrimp only when cooked and peeled. This portion of the order reads as follows:

1. Fish fillets. 15-lb. cans. 100 percent of 1941 Pack. Not to be packed after October 31, 1942.
2. Clams, Oysters, and Scallops. Only when shucked. 1 pt. or 1-gal. cans. 100 percent of 1941 Pack. Quota applicable to each item respectively.
3. Crabmeat. 1-lb. or 5-lb. cans. 100 percent of 1941 Pack. Not to be packed after October 31, 1942.
4. Shrimp. Only when cooked and peeled. 1-lb. or 5-lb. cans. 100 percent of 1941 Pack. Not to be packed after October 31, 1942."

Those who have large canned stocks on hand, may appeal to the W.P.B. for permission to use such supplies after Dec. 31.



For Best Performance
on Work Boats
SPECIFY
COLUMBIAN
PROPELLERS
& FITTINGS

COLUMBIAN 48 x 34 PROPELLERS drive "Notre Dame," above and also three sister ships owned by F. J. O'Hara & Sons, Portland, Me.

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COLUMBIAN BRONZE CORPORATION
Freeport, L.I., N.Y.



... built by BETHLEHEM

Modern Diesel Trawlers recently built by Bethlehem include the *Harvard*, *Princeton* and sister ships for General Seafoods Corp., *Atlantic* and others for R. O'Brien & Co., and the *Shawmut* for Massachusetts Trawling Co. Besides construction facilities at the Fore River Yard, Bethlehem maintains two modern ship-repair yards, the Atlantic Yard and the Simpson Yard, on Boston Harbor.



BETHLEHEM STEEL COMPANY
SHIPBUILDING DIVISION
General Offices: New York, N. Y., and Quincy, Mass.
Boston Office: 75 Federal Street

North Carolina Menhaden Boats After Food Fish

A REQUEST that menhaden boats be allowed to catch food fish with purse seines in North Carolina waters was approved July 20 by the commercial fishing committee of the North Carolina State Board of Conservation and Development, with the proviso that the boats install modern methods for handling the fish to insure sanitary conditions.

The action was taken by the committee following a public hearing at Morehead City, during which there was a lengthy debate between menhaden industry interests and small independent fishermen. The latter protested that boats geared to catch enormous quantities of menhaden would glut the market with food fish, and force the smaller fishermen out of business. The menhaden fishermen, on the other hand, declared that wartime restrictions are limiting their activities and ability to make a living.

There has been a sharp division of opinion among North Carolina fishermen for some years concerning the advisability of permitting boats engaged in menhaden fishing to take food fish.

In its official report on the issue, the committee of the state board declared that "the request for the taking of mullets with the present menhaden equipment is denied. However, it is the opinion of the committee that modern methods for the taking of food fish outside the 300 yard limit of the beach and one half a mile of an established fishery would be encouraged, and it is hereby permitted that boats properly equipped with clean holds, ice or refrigeration, be allowed to take food fish with purse nets or other gear. That a special license for the above type of fishing be obtained upon application to the commissioner and approved inspection, with due regard to limitation as to taking, packing and marketing demands."

Dr. H. F. Prytherch of Beaufort, director of the U. S. Fishery Biological Laboratory, sat with the committee in an advisory capacity. During the hearing, Dr. Prytherch called attention to the national emergency and stated that a surplus buying agency in Washington would buy up all the salted, canned and frozen fish. He said from six to ten million pounds of food fish that had swum by North Carolina shores had been caught in Florida and sold for three cents a pound.

William H. Potter of the Beaufort Fisheries suggested that all fishermen "be thrown into one pool together" and the Office of Price Administration freeze the price along with the fish. Food fish, he said, are resources we should tap.

Urging that menhaden boats be permitted to enter the food fishing field, W. M. Webb of Morehead City asserted that place is now "the highest retail fish market in the United States."

George Wallace, also of Morehead City, declared that big fishermen have bigger expenses in proportion to anyone else in the fish business. Describing food fish schools uncaught by Carteret fishermen, he said "mulletts swim by North Carolina to somewhere else and are not added to the wealth of the state."

Mussels Now Bringing Profit

Mussels, previously considered of no commercial value and always in the way of fishermen, are now bringing fishermen along the coast from \$4 to \$8 per day, and shuckers are earning from \$2 to \$4 per day, reports Capt. John A. Nelson, state fisheries commissioner. A plant has been opened on the coast for the mussels by the DuPont interests. About 100 shuckers are employed there.

Possibilities of Oyster Industry

According to Dr. H. F. Prytherch, North Carolina has 200,000 acres of bottoms capable of growing oysters not now utilized. By planting old shells and seed oysters to these bottoms, it is estimated that the state's production of 500,000 bushels can be increased to 2½ million bushels in 2 years.

Dr. Prytherch recently has been elected to the Presidency of the North Carolina Academy of Sciences for 1942-43, the most important organization in the State for the development of science. Among its past presidents are numbered some of the leading scientists of the nation.

Boston Landings for July

(Hailing fares. Figure after name indicates number of trips.)

<i>Adventure II</i> (4)	286,000	<i>J. B. Jr. II</i> (6)	133,600
<i>Alice M. Hathaway</i> (3)	191,000	<i>Jackie B.</i> (3)	110,000
<i>Alphonso</i> (2)	40,000	<i>Jennie & Julia</i> (2)	92,000
<i>American</i> (4)	286,000	<i>Joe D'Ambrosio</i> (2)	36,000
<i>American Eagle</i> (2)	70,000	<i>Josephine & Mary</i> (4)	188,000
<i>Anna</i> (3)	89,000	<i>Josie M.</i> (8)	236,400
<i>Annie</i> (7)	111,600	<i>Lark</i> (3)	239,000
<i>Annie & Josie</i> (8)	154,500	<i>Leonardo</i> (7)	111,500
<i>Antonina</i> (4)	121,000	<i>Linta</i> (6)	249,000
<i>Beatrice and Rose</i> (1)	43,000	<i>Maine</i> (5)	513,000
<i>Bethulia</i> (3)	89,000	<i>Mao II</i> (3)	48,000
<i>Bettina</i> (4)	265,000	<i>Maria del Sacorso</i> (7)	167,800
<i>Billow</i> (3)	453,000	<i>Marie & Catherine</i> (1)	39,000
<i>Boston</i> (2)	146,000	<i>Maris Stella</i> (3)	266,000
<i>Breaker</i> (3)	415,000	<i>Mary & Jennie</i> (5)	122,000
<i>Breeze</i> (3)	323,000	<i>Mary Grace</i> (3)	110,900
<i>Brookline</i> (2)	196,000	<i>Mary W.</i> (4)	135,000
<i>Cambridge</i> (4)	440,000	<i>Neptune</i> (4)	436,000
<i>Cape Ann</i> (4)	210,000	<i>Newton</i> (4)	531,000
<i>Capt. Drum</i> (5)	148,000	<i>Njorth</i> (6)	118,000
<i>Carlo and Vince</i> (4)	158,000	<i>Palestine</i> (1)	51,000
<i>Cla'ce B. Mitchell</i> (7)	166,400	<i>Philip J. Manta</i> (2)	21,000
<i>Comber</i> (1)	98,000	<i>Plymouth</i> (3)	306,000
<i>Cormorant</i> (4)	529,000	<i>Princess</i> (5)	92,600
<i>Dawn</i> (1)	73,000	<i>Quincy</i> (3)	312,000
<i>Dorchester</i> (3)	275,000	<i>R. Eugene Ashley</i> (2)	90,000
<i>Doris G. Eldridge</i> (4)	223,300	<i>Ripple</i> (3)	281,000
<i>Ebb</i> (2)	210,000	<i>Rita B.</i> (4)	350,000
<i>Eddie & Lulu M.</i> (8)	157,400	<i>Roma</i> (8)	149,400
<i>Eleanor K.</i> (1)	50,000	<i>Rose & Lucy</i> (4)	165,000
<i>Ethel</i> (4)	57,000	<i>Rosie</i> (7)	157,600
<i>Ethel B. Penny</i> (3)	101,500	<i>Rose Marie</i> (1)	72,000
<i>Eunice and Lillian</i> (1)	44,000	<i>Saint Ann</i> (4)	143,000
<i>Eva II</i> (5)	68,100	<i>Salvator</i> (6)	100,000
<i>Fabia</i> (3)	289,000	<i>San Calagero</i> (5)	120,000
<i>Fannie F. Hickey</i> (8)	241,500	<i>Santa Maria</i> (3)	109,000
<i>Flow</i> (3)	305,000	<i>Sea Ranger</i> (4)	238,000
<i>Frances C. Denehy</i> (3)	199,000	<i>Sebastiana & Figli</i> (5)	111,600
<i>Frank F. Grinnell</i> (2)	130,000	<i>Sebastiana C.</i> (1)	44,000
<i>Frankie and Rosie</i> (2)	85,000	<i>Skiligolee</i> (2)	101,000
<i>Gertrude DeCosta</i> (2)	98,000	<i>Spray</i> (2)	166,000
<i>Gert'de L. Thebaud</i> (1)	56,000	<i>Thomas Whalen</i> (4)	387,000
<i>Gertrude Parker</i> (3)	162,000	<i>Three Sisters</i> (1)	67,000
<i>Gossoon</i> (4)	231,000	<i>Vandal</i> (3)	236,000
<i>Irma & Pauline</i> (3)	155,000	<i>Wm. J. O'Brien</i> (3)	261,000
<i>Ivanhoe</i> (1)	47,000	<i>Winthrop</i> (3)	277,000

Fish Publicity Capitalizes on Beef Shortage

RALPH H. Osborn, Director of Marine Fisheries Division of the Massachusetts Department of Conservation, has helped enable the fishing industry to capitalize on the New England beef shortage by issuing some excellent publicity, which is quoted in part:

"Why 'beef' about beef when you can eat fish? Right at our doorstep is one of the most prolific sources of food, feeding itself without drain on other food, fodder or fertilizer.

"Beef is scarce in our markets and so is pork, and lamb, and poultry. They are the principal and limited varieties from which the housewife has to make her selection. Contrast this with the wide variety of available sea foods from which may be made a selection to suit all tastes and pocketbooks.

"Not all varieties are cheap on the same day, but always there is an outstanding value for the food dollar. The mere fact the fish fluctuate in price as a result of weather, tide, habits of fish, etc., all of which can be summed up as 'fisherman's luck,' makes them fair prey for the thrifty shopper.

"And what does the housewife get for her money? She gets a protein food, easily digested and containing essential minerals, such as calcium, magnesium, phosphorus, iron, copper, and iodine, plus a generous portion of Vitamins A and B, and in some varieties, particularly shellfish, Vitamins D and G."

WAR DOUBLES ITS VALUE

● The War, with its drastic demand for every material, is adding further proof of the value of Cummins Customer Service Policy . . . a policy that has always given first consideration to the needs of the owner.

Parts stocks carried at major traffic centers eliminate the need for huge inventories and needless duplication . . . an economic waste at any time, a double liability in War time.

With so many nationally-known trucks using Cummins Diesels as standard equipment, this Cummins Customer Service Policy is proving a boon to the manufacturer, a signal help to the War effort, because it assures parts stocks where they are needed most . . . the maximum use of every available part.

If, at times, you are irritated at what seems an unnecessary delay in delivery, remember: The fighting forces have first call on everything—engines or parts. That's the way we both want it—isn't it? Cummins Engine Company, Columbus, Indiana.

CUMMINS DIESEL ENGINES, INCORPORATED
1106 Shackamaxon Street, Philadelphia, Pennsylvania

CUMMINS DIESEL ENGINES OF NEW ENGLAND, INC.
76 Rogers Street, Cambridge, Mass.
7 Wethersfield Avenue, Hartford, Connecticut



The "High Liners" must have efficient, dependable equipment



52" and LARGER

Where lives as well as profits are at stake both owners and skippers realize the necessity of using propellers of proven quality. That is why you will find Hyde Propellers on the "high liners" of the fishing fleet. Let the experience of the men who know be your guide—specify Hyde.

HYDE
PROPELLERS

EFFICIENT . . . RELIABLE
ALWAYS GET HOME SAFELY

HYDE WINDLASS COMPANY, Bath, Maine



WHY waste time, energy and space with an overweight anchor when you can tie to a trim, slim Northill Utility that does 14 times the job?

Designed for holding power, this lightweight champion digs in the instant it hits bottom, then holds on like a woman in love. Breaks out as easily as hauling in a mackerel.

Northills are tops on the bottom for anchoring seine nets, too. Ask the men of the shark fleets!

Make a date with a Northill at your favorite ship chandler's.

NORTHILL CO., INC.
Inglewood, California



NORTHILL
ANCHORS



Fulton Market Wholesale Prices

Specie	July 1-11	July 13-18	July 20-25	July 27-31
Bluefish	.08-.26	.14-.25	.12½-.25	.11-.25
Bonito	.06½-.10	.07-.12	.09-.12	.07-.10
Butterfish	.01-.15	.03-.16	.02-.12½	.01½-.10
Codfish, Stk.	.10-.20	.10-.19	.12½-.21½	.10-.25
Codfish, Mkt.	.05½-.12	.06-.10	.07-.12	.08-.11
Croakers	.05-.06½	.04-.05½	.05-.05½	.05½-.08
Eels09-.10	.09-.14	.05-.18
Flounders	.03-.25	.04-.23	.03-.20	.05-.20
Fluke	.14-.20	.12-.20	.18-.20	.17-.20
Haddock	.02-.12	.04-.10	.03½-.10	.07-.11
Hake	.05-.11	.04-.08	.03½-.10	.04-.09
Halibut	.20-.25	.25-.28	.21-.27	.21-.28
Mackerel	.03-.16	.02-.20	.04-.22	.02½-.21
Pollock	.04-.13	.04½-.10	.05-.11	.08-.11
Pompano	.45-.45	.45-.50	.45-.45	.45-.45
Salmon, Pac.	.22-.30	.25-.30	.22-.30	.23-.30
Salmon, Atl.	.28-.32	.23-.28	.28-.35	.30-.35
Scup	.02-.09	.02-.08	.03-.08	.02-.07
Sea Bass	.02-.16	.06-.20	.05½-.18	.05-.20
Sea Trout, G'y	.03-.15	.03-.16	.03-.13	.03-.15
Sole, G'y	.07-.13	.06-.10	.07-.12½	.09-.12
Sole, Lemon	.16½-.18½	.13-.13	.15-.16	.17-.19
Striped Bass	.20-.27	.23-.28	.28-.28	.25-.40
Swordfish	.35-.55	.16-.50	.40-.50	.35-.50
Tuna13-.16	.10-.20	.10-.16
Whiting	.01-.08	.01-.07	.01-.08	.02½-.08
Yellowtails	.02¼-.12	.03½-.10	.03½-.12	.03½-.10
Clams, Hard	1.00-10.50	1.00-10.50	1.25-10.50	1.50-10.50
Clams, Soft	1.00-2.75	2.00-3.00	2.00-3.00	1.75-3.00
Conchs	.50-2.00	.75-2.00	.75-3.00	.75-3.00
Crabs, Hard	1.00-3.25	1.25-3.00	1.00-3.00	1.00-3.00
Crabs, Soft	.25-2.50	.25-2.00	.20-2.25	.25-2.00
Crabmeat	.20-.75	.40-.75	.40-.80	.35-.80
Lobsters	.23-.39	.15-.36	.16-.36	.20-.36
Mussels	.50-.85	.50-.75	.50-.75	.60-.75
Scallops, Sea	2.60-2.70	3.05-3.07	3.10-3.10	3.00-3.05
Shrimp	.23-.32	.14-.29	.23-.35	.25-.36
Squid	.14-.14	.14-.18	.14-.29	.18-.18
Frogs Legs	.70-.85	.60-.80	.20-.75	.70-.80

Promoting Seafoods

LITHGOW Osborne, Commissioner of State Conservation, has called upon the Fishery Council to act as consultant with State representatives to formulate plans for a campaign stressing the increased consumption of fish, particularly those fish from New York's own waters.

Mayor LaGuardia, in a recent radio broadcast, endorsed the greater use of fish by consumers. This broadcast came after a conference of Fishery Council officials at the Department of Markets, participated in by Matt Graham, Sol Broome, Sol Walpole, and A. E. Kessler.

The Council is helping retailers sell more fish and shellfish, through the services of a merchandising expert.

The Council is contacting various defense, charitable and nutritional groups, and getting results from publicizing the protein and iodine values of fish, the low prices of varieties that are plentiful, and the best shopping days as being Monday, Tuesday and Wednesday.

Deed at Patchogue Yacht Basin

Long known to boatmen along the South Shore of Long Island, the Patchogue Yacht Basin of Patchogue, N. Y., now has a new construction building 130 ft. by 107 ft. with one of their three marine railways extending into the building.

Donald Blakeslee, owner and proprietor, states that mould loft, cabinet shop, machine shop, stock room and offices are grouped about the main building area. Three covered slips form a boat house in one corner of the large basin.

William J. Deed is now associated with Patchogue Yacht Basin as naval architect and production manager. Mr. Deed has long experience in the construction of boats.

Long Island Blues

THE old timers are speculating as to the arrival of blue fish again in local waters. Blue fish are reported off the Rhode Island shore, where the traps have taken many fish up to three or four pounds. It is wired from Southport, N. C., that one commercial boat brought in three tons of blue fish in six days the first part of this month. Long Island is again looking for the blues which in years gone by were caught in large quantities.

Weaks and Kingfish Running Well

Weak fish are still running fairly well in Peconic and Great South Bays. The run started in early spring. Kingfish, too, are keeping pace with the weaks.

Porgies Abundant

Porgies have been very abundant during the entire season. For ten years the run of porgies has been certainly worth mentioning; the traps have been well filled and prices good much of the season.

Plenty of Butters and Fluke

Butter fish have been running well, keeping the skippers on the jump from sunrise Monday morning to late Saturday night. Among the big catches of butters in Block Island Sound and off Gardiner's Island were large catches of fluke. One firm reported the catch of 1,000 pounds of fluke in a week, the latter part of July.

Ready for Oyster Season

The oyster season starts September 1. The plants have been very busy during the summer getting everything in readiness for the season which looks prosperous. The sale of oysters has been fair during the summer.

Lobster Season Better Than Last

The run of lobsters decreased during July, but now is very well meeting the big demand. Lobstermen report the season better than last year.

Clams Inexhaustible

Long Island's growth of clams never seems exhausted. The soft and hard are meeting the big demands of the season. Crabs have not met the demand. Eels are running large and catches are good.

Bunker Steamers Make Big Catches

The bunker steamers are doing very well. The *East Hampton*, of the J. Howard Smith fleet, is one of the leaders in the big catches which have been much better than those for last season.

Two Types of Tuna Fishing

There are two distinct types of commercial tuna fishing on Long Island. One type consists of commercial angling and handlining by party boat captains and mates; the second method is by ocean pound nets which have been set, primarily, for other species.

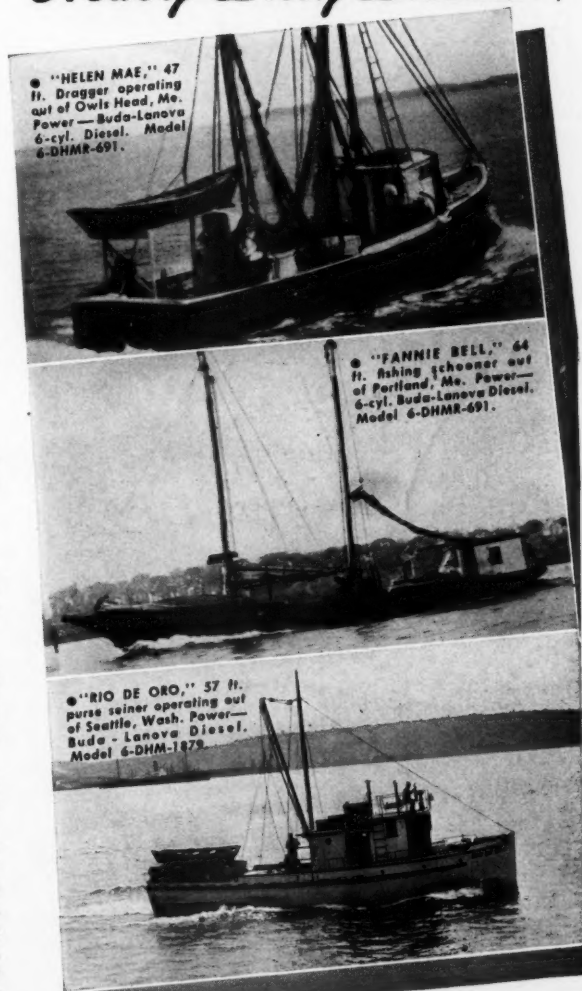
The commercial angling trips are made during times when the tuna are running well, and on days for which the captain has no party chartered.

Hand-lining, or part hand-lining, obviously increases the speed at which tuna can be boated. The members of one commercial trip during 1941 were able to bring 82 tuna to port. These fish had an average weight of about 40 pounds. The average speed for catching fish in this instance would have been approximately 1 tuna per 5 minutes of fishing for 7 hours.

The numbers and sizes of tuna taken in the pound nets vary greatly from year to year. Such fluctuations depend, in large part, on whether or not the school tuna are available to the nets. During last season, for example, nearly all the tuna taken in the pound nets were the larger-sized fish (more than 65 pounds in weight). The largest of these observed in a survey conducted by the Fish and Wildlife Service was 623 pounds. In some years, however, large numbers of school tuna (from 8 to 65 pounds) are taken by the pound nets.

Skippers on the South shore are getting their share of tuna this year. Catches are on the increase, and may total even more than last year, with the fish running up to 70 pounds or more in weight.

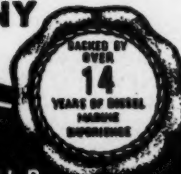
for 100% Reliability
from **FISH BOATS**
Large and Small..
POWER and
RE-POWER
with **BUDA-LANOVA**
Heavy-Duty Diesels!



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THE BUDA COMPANY

15400 Commercial Ave.
HARVEY (Chicago Suburb) ILL.



DIESEL and GASOLINE
ENGINES from 20 to 248 H.P.

FIGHTING DOLLARS

MAKE FIGHTING MEN

*Invest Your Dollars in
The Fight for Victory*

Make Every "Settling-Up" Day, Bond Day



U. S. **WAR Bonds ★ Stamps**

Diesel Engine Maintenance

(Continued from page 11)

stress will be small with any given deflection. In any case, when the deflection is held to 0.002 in., or less, the fiber stress in the shaft will be far below the extreme limit stress prescribed by many insurance companies.

Adjusting Bearings

Main bearing inspection and adjustment are so closely related that both phases will be discussed at this point, for the sake of clarity. If the previous inspection of these parts has revealed an uneven or poor bearing surface, blue the shaft and place the bearing cap in place with just enough shims to keep it from gripping the shaft to prevent turning. Pull down the bearing bolts evenly and with proper tension (never use a sledge); then rotate the shaft. This will indicate high spots on the bearing which can be relieved in an approved manner.

The above method of fitting main bearings will eliminate the possibility of scraping the bore of a bearing out of parallel with the shim surfaces. Do not set a bearing on top of a shaft as a means of determining its surface condition. If the bearing has been fitted properly, the adjustment will be simple. Add the proper amount of clearance to the shims used for the last bluing. Replace the caps and tighten bolts evenly and without undue strain.

If nothing more than adjustment of clearance is required, an easier method may be followed. Replace the original shims and place lead wires over the top half of the journal, the number of wires depending on the bearing length. Usually from two to four wires will suffice. The lead wire should be soft and the diameter not more than twice the normal clearance; 3-amp fuse wire serves the purpose well. With the wires in place, install the cap and tighten the bearing bolts. Remove the wires and determine the maximum thickness which, of course, represents existing clearance. Reduce shim thickness as required and reassemble the bearing.

Regardless of the method used to adjust clearance, rotate

the shaft after setting each bearing. The fitted and adjusted bearing caps should not add any appreciable drag on the shaft. The usual clearance allowed on main bearings is 0.0005 in. per inch of shaft diameter, plus 0.002 in.

New Fairbanks-Morse Boston Manager

ROBERT H. MORSE, Jr., who has been branch manager successively of Fairbanks, Morse & Company's offices at Cincinnati, Dallas and Boston, has recently taken his position as Assistant Sales Manager, with A. C. Dodge, Vice President and Sales Manager, Chicago, Illinois.

John Elmburg, formerly Manager of the Diesel Engine Department at St. Paul, Minnesota, has been made Manager of the Boston Branch to fill the vacancy left by Mr. Morse.

"Lubal" Made for Removing Carbon

KNOWING that conservation of oil, repair parts and maintenance time is of vital importance, and realizing that the fire zone in engine cylinders is a source of many engine troubles, the manufacturers of Lubal have on the market a fuel and lubricating oil addition which is formulated to help keep rings and valves free of carbon.

The product is made to keep piston rings sealed and lubricated, to reduce wear on cylinders and to increase and maintain cylinder compression. It also is useful in lubricating fuel pumps and injectors.

Lubal can be added to fuel oil or gasoline in the fuel tanks at the ratio of one gallon to each 500 gallons of fuel. It also can be added in amounts of 1½ ounces to each gallon in lubricating oil, where it is claimed it will remain in perfect suspension, and increase film strength to help prevent carbon and sludge formations.

Lubal is carried in stock in several container sizes, ready for immediate shipment, by Gustavo Preston Company, 113 Broad Street, Boston, Mass., East Coast distributors.

General Seafoods Organizes Unit On Bahama Island

THE Duke of Windsor, Governor of the Bahamas, and chairman of the Economic Investigation Committee of the Bahamas, has announced completion of arrangements with General Seafoods (Bahamas) Limited, a newly formed subsidiary of General Foods Corporation of New York to commence fishing operations in the Islands.

This subsidiary will operate under an agreement providing for lease of the properties of Grand Bahama Packing Company, Limited, of Nassau. These properties comprise 8 small power driven boats, a number of barges, incidental fishing equipment, and a new modern quick-freezing plant and cannery at West End, on Grand Bahama Island, about 60 miles due east of Palm Beach, Florida. Resident manager and vice president of the new company is Hugh B. Griffith. In general charge is J. L. Alphen, president, who also heads General Seafoods Corporation of Boston, Mass.

General Seafoods will continue the processing of rock lobster at West End. Production of other seafoods products is in prospect. Approximately 300 natives will find employment at the West End plant and on the General Seafoods boats and barges. About 1,000 hardy Bahamian natives will work these waters in their small craft to supply the plant's demand for seafoods.

To Promote Processed Shells

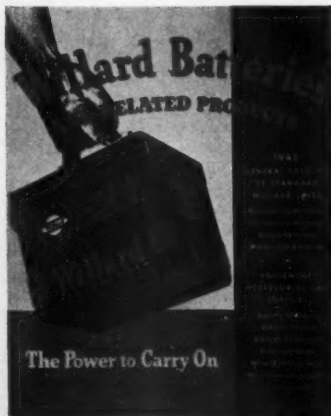
AS a result of an enthusiastic response to an announcement last Spring of its processed oyster shells, Shelter Island Oyster Co., Inc., is planning a large promotion and distribution program to start at the opening of the Fall oyster season.

The new product is processed at the Company's Greenport, Long Island plant from carefully selected oyster shells, which are thoroughly cleaned, polished and treated with a sanitary coating. The shells are wrapped in tissue and packed in attractive cartons, holding 6 each, for display in food stores and seafood markets.

The shells are designed for hostesses who wish to serve oysters on the half-shell, yet want to avoid the cut fingers and general irritation that usually accompany the opening of shell oysters. With these processed shells, all that is needed, is to spoon an oyster from a container of shucked oysters onto each shell, and pour a little oyster juice over it. Because of their unique glazing, the shells may be washed like dishes and used over and over again.

Many women, who have refrained from serving oysters because of the trouble in opening shells and because of the higher prices of shell oysters, will now be able to surprise their families and guests with this highly prized appetizer.

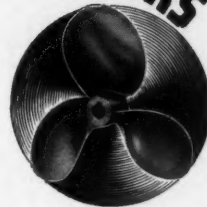
It is expected that restaurants also will find the shells useful and profitable, since they offer a saving in time and money in comparison with shell oysters, and will make possible the serving of oysters on the half shell in many areas where heretofore it has been prohibitive.



A combined storage battery Catalog and Buyer's Guide. Tells how to select proper types and capacities. Has automobile, truck, tractor and marine battery replacement tables, and carries complete illustrations and specifications covering the Willard line. Copy may be obtained from Willard Storage Battery Company, Cleveland, Ohio.

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AFTER

No matter how badly worn or torn your propeller may be, chances are, that it can be fully restored by the MICHIGAN process. There are 17 strategically located, factory-equipped service stations ready to give you a guaranteed accurate job on any type of propeller (in 24 hours if need be).

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The word "bethanized" isn't just a fancy term. It means that the zinc coating is applied to the trawler line by electricity—a process that does not use high temperatures. The results are as follows:

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2. Bethanized trawler line is protected against corrosion by the tightest, purest, most uniform zinc coating ever applied to wire rope.

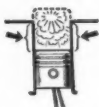
Use Bethanized trawler line once, and you'll continue to use it from then on. Others have and do.

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Lubricates the Fire Zone
in Cylinders—Keeps Rings
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With the Vineyard Fishermen

By J. C. Allen

IF it wasn't for the war, which makes all hands uneasy and uncertain as to what is due tomorrow and the day after, this would be a swell Summer to write about. Not that the war has touched these bearings except in the indirect way in which it has touched every place, for it hasn't. But the general fog of apprehension and anxiety that hovers over any place that sends its sons into battle, and the flock of rumors that accompany every official announcement, make themselves felt and turn a generally contented and joyful humanity into a rather grim and silent bunch.

Some people call it complacency, but such damned fools don't know what they are talking about. They never saw the skipper of an old-time Georgia-man in a gale of wind with the shoals laying dead to looward of him. They never watched him as he held the wheel-spokes, watching his spars, already springing under a press of sail far beyond what they were made to carry, the breakers to looward and the compass-card, all at once.

He wasn't complacent, by a damned sight, and yet he stuck to his job and didn't go into any panic either. That's the way with the folks that we come in contact with today; trying to do whatever they can and keeping the wrinkles out of their faces!

Lobsters Still Coming Back

The curious return of the lobsters last year has continued up to the end of July with nothing to indicate that they won't hang on through the next month. This is one of the most curious phenomena that has occurred during the existence of the Wheelhouse Loafer who pilots this column. For it really appears as if the old-time lobster fishing might return to a considerable extent; this in spite of the cockeyed efforts of so-called conservationists to kill off the whole blasted species.

As an example, we shucked sixteen lobsters recently. Small lobsters, as they go, weighing a pound and a quarter to a pound and a half. Only a couple went to two pounds. Well, out of the sixteen lobsters, there was just one male, and out of the fifteen females, twelve had undeveloped spawn in them; "coral", they call it. What we say and have always said is that the big, developed breeders should be protected. There was a tremendous loss of spawn in this little mess of lobsters. Add to that the thousands of large ones that are taken each season and it's a devilish wonder that there are any lobsters at all! Still they are coming back, and it's a curious phenomenon, as we say.

Swords Appear Tame

Sword has run very well so far this season, and the boats have fared well. Weather only, has prevented steady fishing, for there has been altogether too darned much mist to suit the gang. There is all kinds of reason for supposing that the fish might be wild this year. After all, it is supposed that they hail from the Mediterranean and nearby bearings where submarines and depth charges and all manner of cussed things are exploding all through both watches, daily. But these fish appear to be very tame, and yes, complacent, by Judas!

Mackerel and Scup Acting Peculiarly

Mackerel have acted peculiarly, likewise the scup. The mackerel struck on much as usual, and ran so well that we had a flock of seiners in Vineyard Sound, which is unusual. Then the fish cleared out, and since that time they have run fairly well alongshore, but have kept clear of open water where the seiners might be attracted. Curious, isn't it?

The scup have hung to the ledges and are still hanging; fish that have run up to four pounds a piece. The traps in these bearings have taken very few, and as there are very few hand-liners operating this year, scup have not been plentiful on the market, although there are plenty of fish. Our own theory as to this is that there is an unusual amount of feed this year that keeps the fish from moving. We base our conclusions on one principal thing, the amount of shellfish and hermit crabs about. Ordinarily, we have difficulty in getting a few hermits alongshore for bait until much later in the season. This year the water is full of them. Well, there has to be a reason and we think we get it. Hermits feed on much the same stuff that scup do, in local bearings.

Quoddy Region Prospering

By C. A. Dixon

It is surprising that the passage of only a few months can bring such a change in the aspect of certain fishing areas, such as those in and around the Passamaquoddy Bay region in both Eastern Maine and Southern New Brunswick. In late years a dropping off in several lines of fishing activities from the once lively doings of a couple of decades ago caused deep concern. Today, the waters of the harbors and adjacent water presents a pleasing scene as many boats dart hither and yon every hour of every day in search of fish of various kinds.

Prices for fish of all kinds remain high, and sardine herring of oil size have brought weirmen as high as \$22.00 a hog-head (Canadian funds) recently.

The catching and canning of sardine herring in Southern New Brunswick, as in Maine, goes on apace with the demand for all grades of fish in excess of the supply, although the Canadian factories on the mainland and on the islands are kept busy all the time.

Packing Sardines in Round Cans

Of major importance to the industry is the demand for sardines packed in round cans with tomato sauce. This is the product being packed at the factory of H. W. Welch, Ltd., at Wilson's Beach, a new business in that thriving fishing port. The Riveria Packing Corp. of Eastport, a comparatively new concern, with one of the finest and largest canneries down East, has just completed a unit where sardines in round cans are being packed. This is the second large plant to commence packing this grade of fish, the other being that of the Holmes Packing Corporation of Eastport.

Trawling and Handlining Profitable

Those engaged in trawling and handlining are earning good money, however, as fresh fish of all kinds command the highest prices in the history of the local industry. Pollock are being caught again in Quoddy River this Summer and at twenty cents each the fishermen, including older men who are unable to fish offshore, are earning more in a single day, now; than they did in a week in previous years. Wilson's Beach boats are fishing at Molasses Rock, a ground in the Bay of Fundy a short distance to the Eastward to the Wolves Islands. The pollock are being caught on herring bait and a good daily average as to number is being realized.

Fine Smoked Herring Stock

It is interesting and heartening to note that some very nice smoked herring are now being put up by the dealers and fishermen at Grand Manan, the raw material being brought to New Brunswick from St. Mary's Bay, Nova Scotia. A number at Grand Manan are engaged in the boning of the first fish put up this season, for which the demand is excellent, despite the fact that the supply is comparatively small. Shipments of fish have been made by Grant L. Dakin of Grand Harbour and J. Lorne Cook of Seal Cove, and other firms are following close on their heels. The herring are well-fleshed and make exceptionally fine stock.

Ground Fishermen Getting Good Trips

Ground fishermen are doing exceptionally well fishing on the Grand Manan Banks, those on the outer shoals bringing in from 3,000 to 5,000 pounds on an overnight trip. With the fish selling just as they come from the boats, with no culls, for two cents a pound, it can be seen that the fishermen have a nice sum of money to their credit at the end of each week. There was some inconvenience in July owing to lack of bait, an unusual circumstance, but taken all around the men are doing well in the line-fishing industry. It takes quite a lot of money for expenses and gear, but receipts are so good this season that a good profit is being realized after all bills are paid.

Boat Builders Busy on Fishermen

Local boat builders have all they can do these days, and have been forced to turn down orders because so many fishermen are requiring craft. Among those having boats built is Hartley Wentworth, of Fairhaven, Deer Island, N. B., who is having a large model constructed by Linden Tewksbury of Leonardville which will be ready for service in early Fall.

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For sale, 2 suits of sails from a 90' schr. yacht. F. F. Upson, Sailmaker, New Haven, Conn.

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Brand new 2 cylinder, 27 hp. Kermath Diesel, 113 cu. in. displacement. No priority required. Box No. 4, Atlantic Fisherman, Goffstown, N. H.

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100-150 hp. Mercedes Benz Diesel, 6 cyl., air starting, direct reversing, weight approx. 5000 lbs. Needs some overhauling, as is, \$500 f.o.b. our plant. Also very little used enclosed-type Joe's clutch and reverse gear, fit No. 1 flywheel housing and take about 150 hp. at medium speed, \$175 f.o.b. Mack Mfg. Corp., Marine Engine Div., 34th St. and 48th Ave., Long Island City, N. Y.

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75 hp. Wolverine Diesel engine, 3 cyl., 4 cycle, complete propeller and air equipment.

Twin screw pair of 60 hp. Hill-Diesel engines, with 2:1 reduction gear.

Set of 110 volt Edison batteries. Fleck Engineering Co., 1505 Eastern Ave., Baltimore, Md.

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Would like to buy good second hand, heavy duty Diesel engine, 150 hp., to 200 hp. Would prefer Atlas, Cooper-Bessemer or Wolverine make. Write Box G, c/o Atlantic Fisherman, Goffstown, New Hampshire.

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